S.P.Korolev Rocket and Space Corporation Energia

ISS Russian Segment

User Manual

2011

Подпись и дата

Инв. № дубл.

Взам. инв. №

Подпись и дата

Инв.№ подл

Table of Contents

1 Introduction

This Manual provides basic information that designers of experiments and payloads that are proposed to be conducted and installed in the Russian Segment of the International Space Station (ISS RS) need to know in order to correctly state specifications when drawing up statements of work for space experiments and scientific equipment, as well as to conduct a preliminary feasibility analysis of the experiments proposed for ISS RS.

It provides general information about ISS RS resources at different stages of its deployment, as well as about resources of its individual elements. Special attention is given to the issues related to payload delivery and in-orbit operation and returning experimental results to earth.

All the payloads installed on ISS RS (Scientific Equipment (SE)) are included into the Mission Payload Facility (MPF). The Manual describes the ISS RS MPF architecture and provides a brief description of its components.

It provides a description of workstations for accommodating scientific equipment, mission payloads that support the conduct of space experiments, resources provided for SE, the principles of SE control, and methods of downlinking data from the SE.

It describes the SE operational environments within the ISS RS modules and within the transportation vehicles Soyuz and Progress.

2 Ground rules

To meet the necessary requirements for SE development, testing, delivery, accommodation and functioning, a Mission Payload Facility is established onboard ISS RS. Included in the MPF are:

- scientific equipment;
- mechanical adapters;
- science support equipment;
- cables.

In order to achieve the most efficient use of resources provided by the space station for conducting research throughout its life (during which time some research objectives may become irrelevant, the research methodology may change, and scientific equipment may fail or become obsolete), the MPF is based on the principles of unification and integratedness.

The unification principle calls for the use of replaceable payload technology which implies that virtually any kind of scientific equipment can be delivered and put into operation immediately in orbit. In order to implement such technology, the MPF will support installation and adaptation of delivered SE (built to meet the relevant requirements) from the standpoint of mechanical, electrical, data and other interfaces.

SE control, data support, temperature control and vacuumization onboard ISS RS are provided by the onboard support systems that are not included into MPF.

3 General data on the ISS RS resources at different stages of its deployment

3.1 ISS RS consisting of SM and DC1

Resources allocated to the MPF include:

- the working volume allocated (at SM and DC1): up to 1 m^3;
- power supply: up to 0.3 kW (daily average) and up to 1 kW for 2 days with continuous additional normal power supply to ISS RS from the US segment in accordance with operational documentation;
- heat removal capacity: up to 0.3 kW (daily average) (the balance is achieved taking into account the heat loss through the SM hull);
- the number of workstations on the outer surface: 4 pcs. on the SM (8 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account)
- payload data downlink capacity (maximum, via TM IU unit): up to 2 MB per a session;
- ISS attitude control mode (nominal): Orbital Coordinate System (OCS);
- ISS OCS attitude control accuracy: ± 10 angular minutes;
- ISS angular rate stabilization accuracy: 0.005 deg/s;
- the number of telemetered parameters: up to 212;
- the list of electrical interfaces available for MPF:
  - RS-232;
  - RS-422;
  - RS-485;
  - Ethernet;
  - USB;
- HF with wave impedance coefficients: 75 Ohm and 50 Ohm;
- discrete control commands;
- the number of vaccumization interfaces for MPF: 1 pc.

The MPF cargo traffic to ISS RS is planned based on the following assumptions:

- delivery of cargo to ISS RS onboard Progress M (M1) logistics spacecraft on average up to 600 kg per year;
- return from ISS RS of up to 110 kg of payloads per year.

The external appearance of ISS RS in the above configuration is shown in Fig.3.1

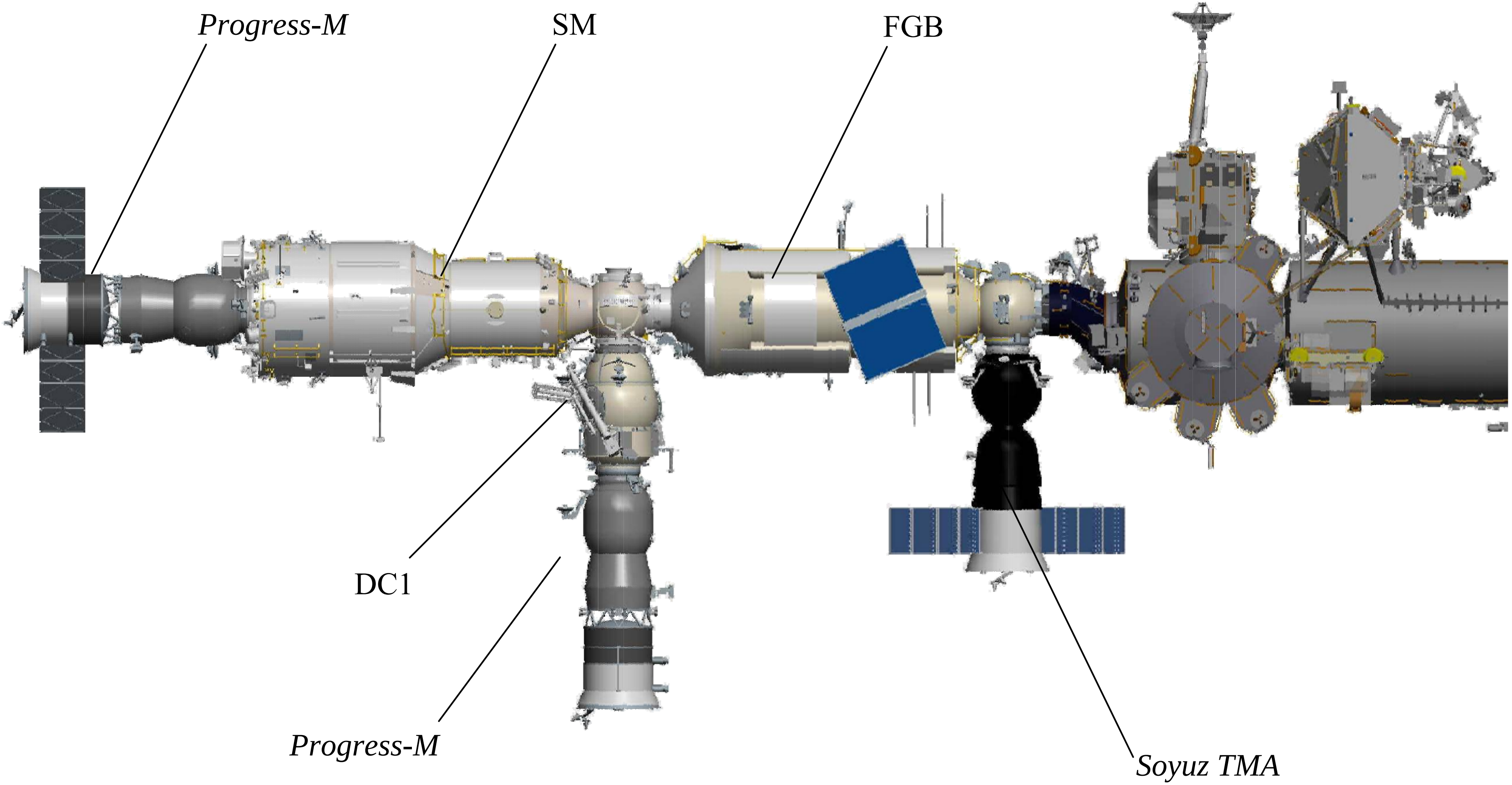


Fig. 3.1 – ISS RS configuration consisting of SM and DC1

3.2 ISS RS consisting of SM, DC1 and MRM2

Resources allocated to the MPF include:

- allocated working volume of up to 1 m^3 on the SM and up to 0.2 m^3 on MRM2;
- power supply:
  - on SM and DC1 up to 0.3 kW (daily average) and up to 1 kW for 2 days with continuous additional normal power supply to ISS RS from the US segment in accordance with operational documentation;
  - on MRM2 up to 0.1 kW (daily average);
- heat rejection capacity: up to 0.3 kW (daily average) (the balance is achieved taking into account the heat loss through the SM hull);
- the number of workstations on the outer surface:
  -4 pcs. on the SM (8 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account)
  -5 pcs. on MRM2 (7 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account);
- payload data downlink capacity (maximum, via TM IU unit): up to 2 MB per a session;
- ISS attitude control mode (nominal): Orbital Coordinate System (OCS);
- ISS OCS attitude control accuracy : ± 10 angular minutes;
- ISS angular rate stabilization accuracy: 0.005 deg/s;
- the number of telemetered parameters: up to 212 (SM) and up to 50 (MRM2);
- the list of electrical interfaces available for MPF:
  -RS-232;
  -RS-422 (only on SM);
  -RS-485 (only on SM);
  -Ethernet;
  -USB;
- HF with wave impedance of 75 Ohm and 50 Ohm (only on SM);
- discrete control commands;
- the number of vaccumization interfaces for MPF: 1 pc. (on MRM2).

The MPF cargo traffic to ISS RS is planned based on the following assumptions:

- delivery of cargo to ISS RS onboard Progress M (M1) logistics spacecraft: on average up to 600 kg per year;
- return from ISS RS of up to 110 kg of payloads per year.

The external appearance of ISS RS in the above configuration is shown in Fig.3.2

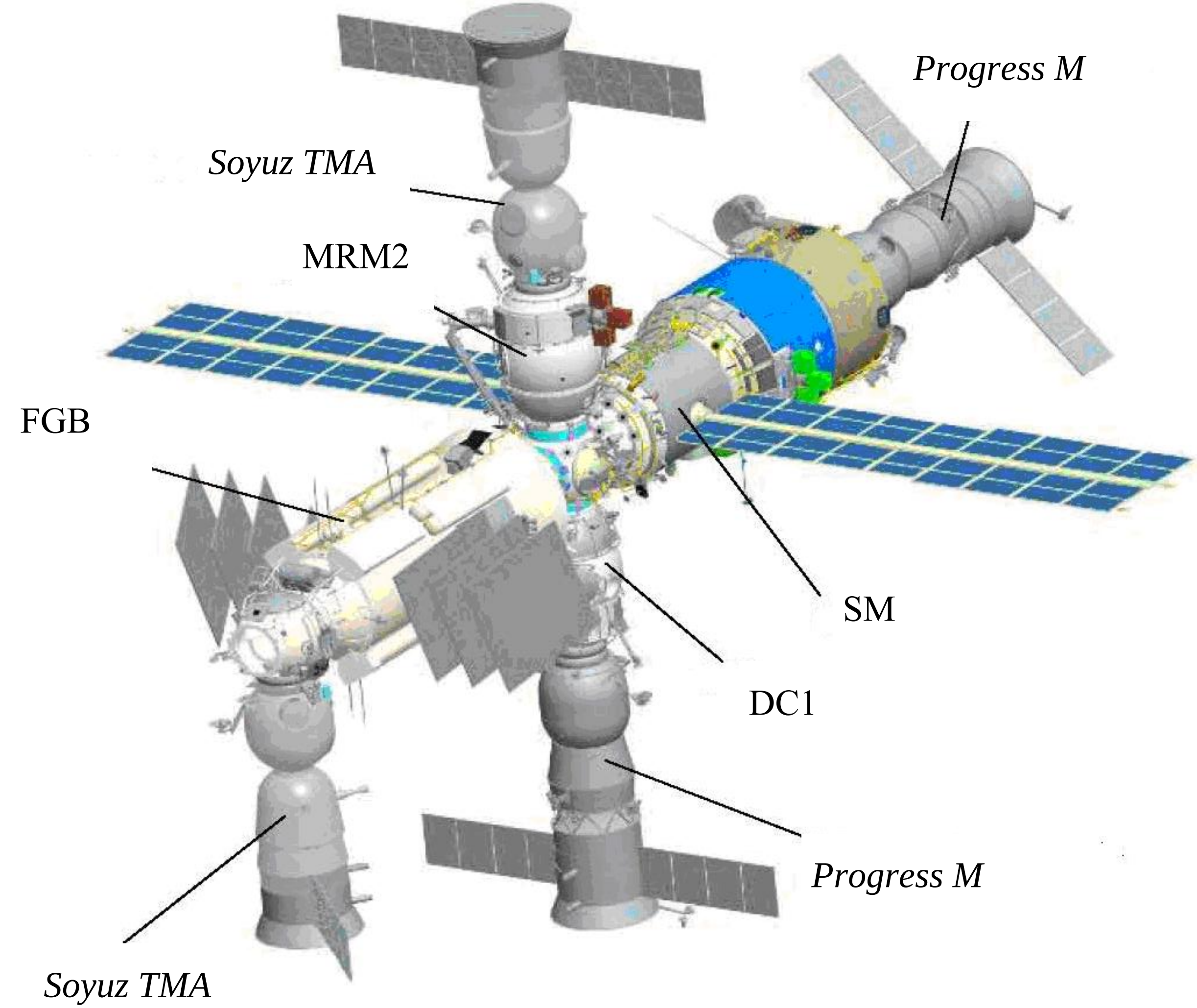


Fig. 3.2 – ISS RS configuration consisting of SM, DC1 and MRM2

3.3 ISS RS consisting of SM, DC1, MRM2 and MRM1

Resources allocated to the MPF include:

- allocated working volume of : up to 1 m^3 on SM, up to 0.2 m^3 on MRM2 and up to 3 m^3 on MRM1;
- power supply:
  - on SM and DC1 up to 0.3 kW (daily average) and up to 1 kW for 2 days with continuous additional normal power supply to ISS RS from the US segment in accordance with operational documentation;
  - on MRM2 up to 0.1 kW (daily average);
  - on MRM1 up to 0.1 kW (daily average);
- heat rejection capacity:
  - on SM, DC1 and MRM2 up to 0.3 kW (daily average) (the balance is achieved taking into account the heat loss through the SM hull);
  - on MRM1 up to 0.1 kW (daily average);
- the number of workstations on the outer surface:
  - -4 pcs. on the SM (8 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account);
  - -5 pcs. on MRM2 (7 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account);
- payload data downlink capacity (maximum, via TM IU unit): up to 2 MB per a session;
- ISS attitude control mode (nominal): Orbital Coordinate System (OCS);
- ISS OCS attitude control accuracy : ± 10 angular minutes;
- ISS angular rate stabilization accuracy: 0.005 deg/s;
- the number of telemetered parameters: up to 212 (SM), up to 50 (MRM2) and up to 36 (MRM1);
- the list of electrical interfaces available for MPF:
  - -RS-232;
  - -RS-422 (only on SM);
  - -RS-485 (only on SM);

-Ethernet;

-USB;

- HF with wave impedance of 75 Ohm and 50 Ohm (only on SM);
- discrete control commands (on SM and MRM2);
- the number of vaccumization interfaces for MPF: 1 pc on MRM2 and 1 pc on MRM1.

The MPF cargo traffic to ISS RS is planned based on the following assumptions:

- delivery of cargo to ISS RS onboard Progress M (M1) logistics spacecraft: on average up to 600 kg per year;
- return from ISS RS of up to 110 kg of payloads per year.

The external appearance of ISS RS in the above configuration is shown in the figure

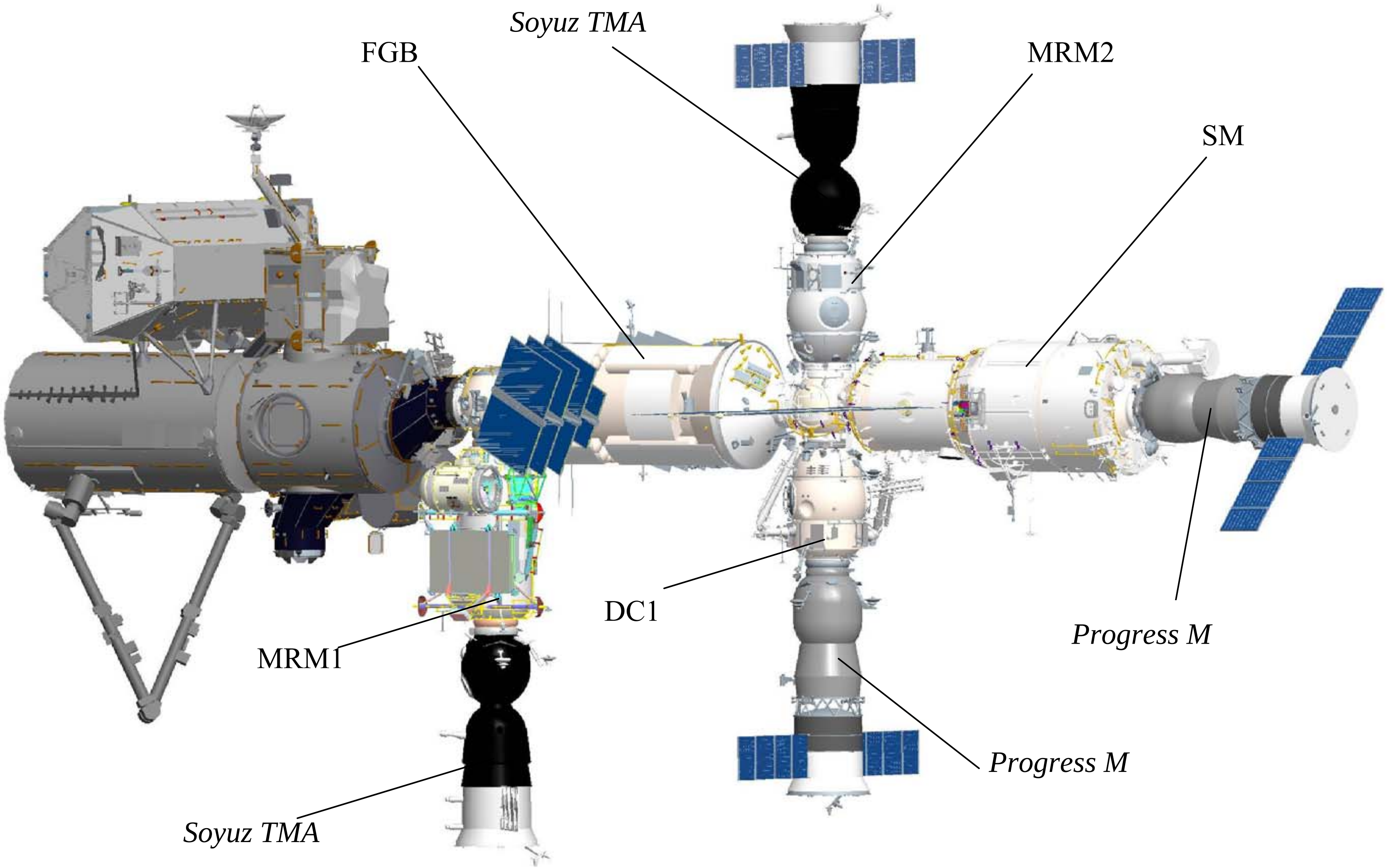


Fig. 3.3 – ISS RS configuration consisting of SM, DC1, MRM2 and MRM1

3.4 ISS RS consisting of SM, MRM2, MRM1 and MLM

Resources allocated to the MPF include:

- allocated working volume of : up to 1 m^3 on SM, up to 0.2 m^3 on MRM2, up to 3 m^3 on MRM1, and up to 8 m^3 on MLM;
- power supply:
  - on SM and DC1 up to 0.3 kW (daily average) and up to 1 kW for 2 days with continuous additional normal power supply to ISS RS from the US segment in accordance with operational documentation;
  - on MRM2 up to 0.1 kW (daily average);
  - on MRM1 up to 0.1 kW (daily average);
  - on MLM up to 1.0 kW (daily average) inside the pressurized cabin and up to 1.5 kW (daily average) outside the pressurized cabin;
- heat rejection capacity:
  - on SM, DC1 and MRM2 up to 0.3 kW (daily average);
  - on MRM1 up to 0.1 kW (daily average);
  - on MLM up to 1.0 kW (daily average) after deployment of an additional radiative heat exchanger;
- the number of workstations on the outer surface:
  - 4 pcs. on the SM (8 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account);
  - 5 pcs. on MRM2 (7 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account);
  - 9 pcs. on the MLM (13 pcs., when deliverable Multi-Purpose Workstations (MPWs) are taken into account);
- payload data downlink capacity (maximum, via TM IU unit): up to 2 MB per a session;
- ISS attitude control mode (nominal): Orbital Coordinate System (OCS);
- ISS OCS attitude control accuracy : ± 10 angular minutes;
- ISS angular rate stabilization accuracy: 0.005 deg/s;

- the number of telemetered parameters: up to 212 (SM), up to 50 (MRM2), up to 36 (MRM1), up to 323 (MLM);
- the list of electrical interfaces available for MPF:
  -RS-232;
  -RS-422 (on SM and MLM);
  -RS-485 (on SM and MLM);
  -Ethernet;
  -USB;
  -MIL STD 1553B (only on MLM);
- HF with wave impedances of 75 Ohm and 50 Ohm (on SM and MLM);
- discrete control commands (on SM, MRM2 and MLM);
- the number of vaccumization interfaces for MPF: 1 pc on MRM2, 1 pc on MRM1, 2 pcs on MLM;
- the number of thermostatting interfaces for MPF: 2 pcs. on MLM.

The MPF cargo traffic to ISS RS is planned based on the following assumptions:
- delivery of cargo to ISS RS onboard Progress M (M1) logistics spacecraft: on average up to 600 kg per year;
- return from ISS RS of up to 110 kg of payloads per year.

The external appearance of ISS RS in the above configuration is shown in the Figure

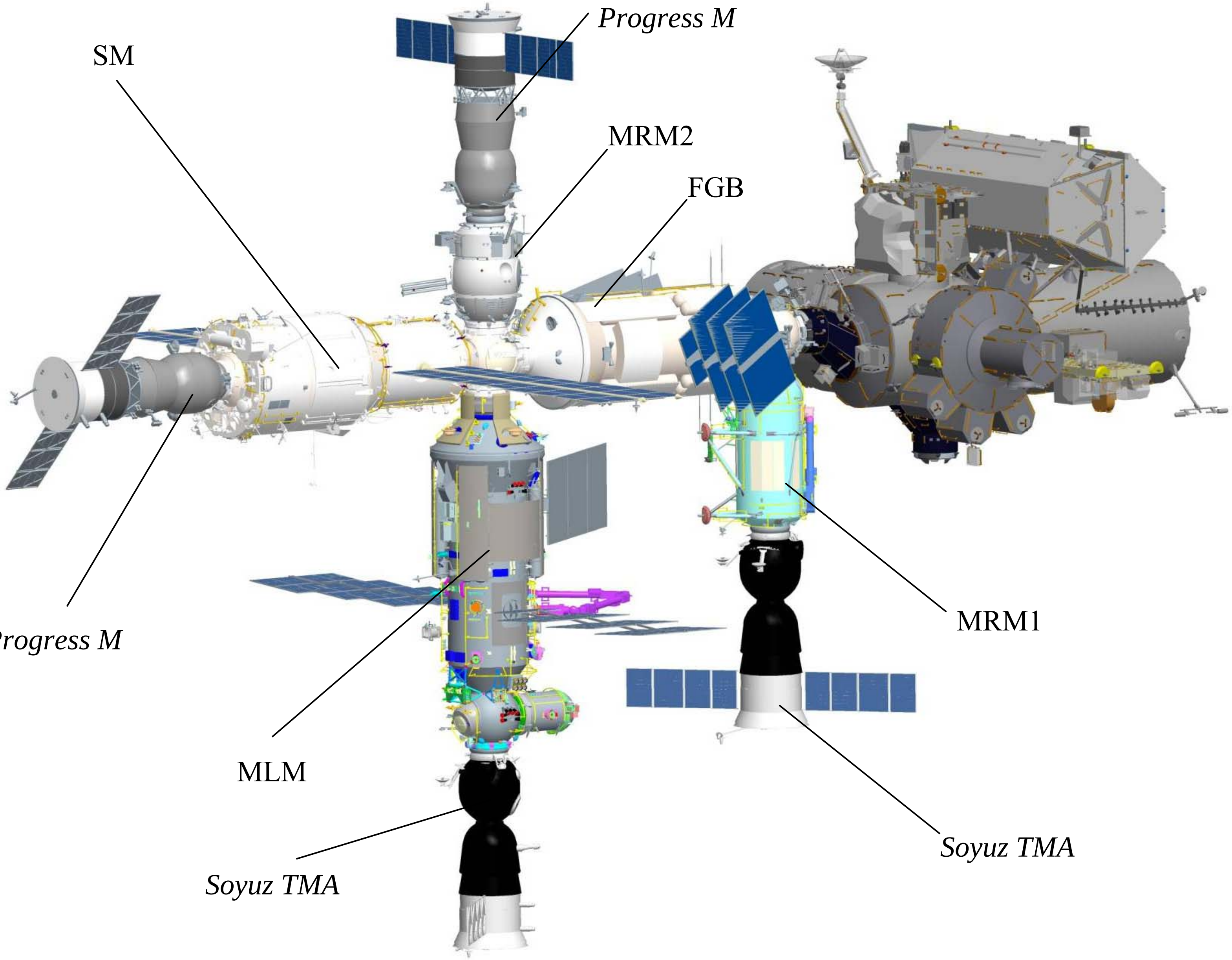


Fig. 3.4 – ISS RS configuration consisting of SM, MRM2, MRM1 and MLM

3.5 Characteristics of communication links and downlinking

The preliminary design calls for establishing on ISS RS intercomputer digital data exchange links with MCC-M via RF links of the standard SM systems – Telephone and Telegraph Communications System (TTCS), RF communications and control system (RF C&CS) Regul-OS, TV System (TVS) and onboard telemetry system OI TS 2-12 with data throughput of:

- 1.2 kbps via the Telephone & Telegraph System Interface Unit (TTS IU) and the TTCS VHF link (up- and down-linking);
- 2.4/4.8 kbps via interface units IU or TM IU and RF-link phone-2 of RF C&CS Regul OS (up- and down-linking);
-16, 32, 64 kbps via interface units IU or TM IU and RF-link phone-3 of RF C&CS Regul OS (up- and down-linking);
- 51.2/102.4 kbps via TM IU and RF-link of the OI TS 2-12 system (subsystem B) in the data array transmission mode (downlinking);
- 16, 32, 64 kbps (altogether up to 96 kbps) via user channels ПГ 1,2 of RF C&CS Regul-OS when using Zveno-B hardware (up- and down-linking);

Out of the abovementioned communications links, currently implemented onboard SM and available for digital data exchange are:

- the TTCS VHF link with 1.2 kbps capacity (via TTS IU unit);
- RF C&CS Regul OS RF-link phone-2 with 4.8 kps capacity (via IU unit);
- RF C&CS Regul OS RF-link phone-3 with 16 kps capacity (via IU unit).

The TTCS VHF link is mostly used for communications with the crew, has a low bandwidth, and for that reason is impractical for digital data transmission and is assigned a backup status.

Exchange of data at 4.8 kbps over the phone-2 channel of RF C&CS Regul OS via the flight model of IU makes it possible to downlink up to 100 KB of data during a 5-minute communications session.

Exchange of data at 16 kbps over the phone-3 channel of RF C&CS Regul OS in the forward (uplink) channel is working normally, but the downlink, for the time being,

provides no more than 150 KB of data over a 5-minute communications session. If larger files need to be downlinked, a series of several consecutive communication sessions can be used. Besides, as the next phase in its upgrade, there are plans to switch to (after proper testing is completed) 32 and 64 kbps transmission modes for the phone-3 channel of Regul-OS.

The maximum amount of payload data that can be downlinked via TM IU over telemetry channel per one communications session is 2 MB, with other users not being able to use this communications channel while the payload data are being downlinked.

In early 2011, a Radio Data Transmission System (RDTS) is to be deployed on the SM of the ISS RS, which is to provide additional data downlink capacity:

- RF-link with up to 100 Mbps throughput (downlink);
- receiving data over HotLink from the payload installed on the outer surface of the SM for its direct transmission.

The RDTS system allows downlinking no less than 3.7 GB of data during a 5-minute communications session.

3.6 Trajectory and navigation support for space experiments

ISS, together with the ISS RS, is continuously (normally) operated in the orbital coordinate system.

The accuracy and stability of maintaining the ISS in the OCS are:

- ISS OCS attitude control accuracy : ± 10 angular minutes;
- ISS angular rate stabilization accuracy: 0.005 deg/s

Additional requirements for payload accuracy and stabilization during a program of experimental tests shall be met through the use of additional specialized (or multipurpose) equipment working in conjunction with the operating mission payload equipment.

ISS can perform programmed pitch and roll maneuvers within ± 15 degrees (this constraint is imposed due to the lighting conditions of the thermal control system panels on the US orbital segment).

Installed at present on one of the on-board crew support computers is the Sigma program for displaying the trajectory and navigation flight environment, which makes it possible to perform the following tasks:

- continuous real-time display on the screen of the space station position, current orbit track, coverage areas of the nearest ground stations, the start and end times of the next communications session with Earth, lighting environment in orbit, mission elapsed time, etc. Used to display the “running view” of the current location under the flight path are Earth surface maps of various scale: ranging from coarse (mapboard-type maps) to detailed (1:200000). As all the maps are bitmap images on cylindrical projection, it is also possible to use any other set of maps or color photos (prepared in the same format);
- provide real-time simulations of the future (prediction) or the past position of the space station. Selected as variable simulation parameters can be year, month, day, hour and second of the flight, as well as the number of the orbit and the number of days into the mission. When the simulation is run “forward”, the latest available orbital data are extrapolated, when the simulation is run “backwards”, the history of orbital and attitude

data is used. There is a “fast-motion” mode for displaying the space station position. In addition to this, the space station position can be "frozen” in its orbital track on the screen at any desired moment in time.

- review all the available electronic maps in the “geographic atlas" mode and determine geographic coordinates of any area on the Earth surface;
- to automatically determine on the e-maps the names of a region, a country, a water area (i.e., a sea, a bay, a sound), or an area of the Russian Federation, which is being overflown by the space station, and output these data in a specified window on the display screen;
- to promptly calculate (predict) when and how well a specified area on the Earth surface is going to be visible from the space station within the interval of time covering the next 16 orbits to a week. Coordinates of a region can be specified by means of an arbitrary point immediately on the screen itself (on the map) or selected from any pre-prepared list of objects. The trajectory and navigation support software includes lists on the following subjects: ecology, geology, etc. Selecting an item on these lists can be done by typing the name of the desired item on the keyboard. The visibility can be calculated for several targets at the same time, with subsequently displaying the data on what targets are visible during the current orbit. Also calculated are the coverage areas of the specified ground stations;
- to evaluate reliability (the level of likelihood) of detecting and identifying the known feature, a group of features or a sector of the terrain in the observed region taking into account geographic and meteorological observation conditions. The evaluation takes into consideration the presence of cloud cover (intensity on the scale of 0 to 10) over the region under observation. The cloud cover intensity is automatically evaluated based on monthly average values or is set manually based on real-time data. Evaluated automatically is also the number of observations which need to be planned in order to identify the desired feature with the specified level of reliability.
- to simulate in real time a segment of the Earth surface and/or of the celestial sphere which is visible through the specified porthole. To simulate the celestial sphere, Pulkovo observatory catalog is used – 5050 brithest stars (recalculated for 2003 epoch);

also continuously calculated are positions of the Sun (and solar reflection from the Earht surface), the Moon and planets, Other SC, for which orbital parameters are available. There is a mode for the automatic selection of that porthole, which is the best suited for observing the specified feature on the Earth surface or the celestial sphere. In addition to the actual portholes, there is a "virtual porthole", which simulates the view forward (or backward) along the flight path.

- to simulate the space station rotation in coordinates bound with the specified window. This makes it possible, even when there are no available data on the current attitude, to determine the actual attitude by manually bringing into coincidence the electronic model of the porthole and the actual image visible through the porthole, using in the process such visual cues as the horizon line, the Sun, the Moon and bright stars.

to receive voice messages about various events (beginning and end of a communications session, orbital sunsets and sunrises, a new orbit, etc.).

To assure normal operation of the trajectory and navigation support software, provisions have been made for daily uplinks of the orbital trajectory data predictions.

New versions of the software with the updates reflecting crew comments are delivered to the space stations on removable hard disk drives onboard Soyuz TMA spacecraft.

3.7. The list of photographic and video equipment onboard ISS RS

Currently available onboard ISS RS is equipment (still photo/video cameras), which can support, within certain limits, the tasks of Earth remote sensing.

Tables 3.7.1 and 3.7.2 provide the lists of photographic and video equipment onboard ISS RS, respectively.

Table 3.7.1 The list of photographic equipment onboard ISS RS

Equipment name	Major accessories
Still camera Nikon D2X	Nikkor autofocus lenses
Still camera Nikon D3	Nikkor autofocus lenses
Still camera Nikon D3	Nikkor autofocus lenses

Table 3.7.2 The list of video equipment onboard ISS RS

Equipment name	Major accessories
Video system LIV	Telescopic lens Fujinon A16x9 BRM-28A
HDTV videosystem	Telescopic lens HJ15x8B IAS
HDV videocamera (Sony HVR-Z1 and Sony HVR-Z7)	The camcoder contains a high-resolution video camera with 3 CCD matrices and HDV video recorder
Video camera Sony DSR PD150P	12x zoom lens matches the 1/3-inch CCD system Optical stabilizer - Super SteadyShot™

A more detailed description, characteristics and external appearance of the above equipment are given in sections 3.8 and 3.9.

3.8. Equipment for still photography Specifications.

Currently available onboard ISS RS are still cameras Nikon D2X, Nikon D3 and Nikon D3X (see Table 3.8.1.1), which make it possible to take high-resolution photos of the Earth surface and other through ISS portholes, mostly portholes No.6, No.7 and No.8.

The still cameras come with accessory lenses which are listed below and are intended for different tasks.

Table 3.8.1.1 Russian photographic equipment onboard SM

No.	Name	Designation	Qty.
	Still cameras		
1	Still camera Nikon D3X	SM-FOTO-D3X-U01	2
2	Still camera Nikon D3	SM-FOTO-D3-U01 №01	2
3	Still camera Nikon D2X	SM-FOTO-D2X-U01	2
	Lenses		
1	Lens AF DX Nikkor 10.5 mm	SM-FOTO-D1-U02-07	1
2	Lens AF-S Nikkor 14 mm	SM-FOTO-D1X-U02-03	1
3	Lens AF-S Nikkor 17-35 mm	SM-FOTO-D1X-U02-01	1
4	Lens AF-S Nikkor 17-55 mm	SM-FOTO-D1-U02-06, SM-FOTO-D200-U02 06	2
5	Lens AF-S Nikkor 28-70 mm	SM-FOTO-D1X-U02-02 SM-FOTO-F5-1-U02	2
6	Lens AF-S Nikkor 80-200 mm	SM-FOTO-D1X-U02-05	1
7	Lens AF VR Zoom-Nikkor 80-400 mm f/4.5-5.6	SM-FOTO-D3-U02 №2	1

8	Lens SIGMA AF 300-800 f/5.6	SM-FOTO-D3X-U02-08	1
9	The lens for ultra close-up photography Micro-Nikkor f = 105 mm	SM-FOTO-D200-U02-09	1
10	Lens Nikkor 14-24 mm	SM-FOTO-D3X-U02-03	1
11	Telephoto lens AF-S Nikkor 600mm f/4	SM-FOTO-D3X-U02-07	1
12	Telephoto lens AF-S Nikkor 400mm f/2.8	SM-FOTO-D3X-U02-06	1
13	Telephoto lens Nikon TC-14E	SM-FOTO-D3X-TC-14	1
14	Telephoto lens Nikon TC-20E	SM-FOTO-D3X-TC-20	1
15	Telephoto lens Nikon TC-17E	SM-FOTO-D3X-TC-17	1
	Flash lamps		
1	Flash lamp Nikon SB-800	SM-FOTO-D2X-U03	2
	Battery chargers		
1	Battery charger for camera Nikon D2X	SM-FOTO-D2X-U05	1
2	Battery charger for camera Nikon D200	SM-FOTO-D200-U05	1
	Power supply units		
1	Storage battery Nikon EN-EL4	SM-FOTO-D2X-U06	6
2	Storage battery Nikon EN-EL4a	SM-FOTO-D2X-U06	2
	Accessories		
1	A cable for connecting to a Laptop computer	SM-FOTO-D2X-01	1

2	Remote control cable	SM-FOTO-D2X-02	3
3	Flash lamp synchronizer СФ-5У	SM-FOTO-D1X-U08	2
4	Adapter (for the bracket)	SM-FOTO-D1X-U09	2
5	PC CARD ADAPTER (PCMIA adapter)	SM-FOTO-D1X-U10	2
6	Photographic equipment cleaning kit	SM-FOTO-D1-U12	1
7	Battery handle for camera Nikon D200 MB-D200	SM-FOTO-D200-U06-01	1
8	Power supply units container	SM-FOTO-D200-U04	2
9	Stereo adapter PENTAX	SM-FOTO-D200-SA	1
10	Adapter ring for stereo adapter PENTAX	SM-FOTO-D200-SA-R	1
11	A bracket for stereo imaging through a porthole	SM-FOTO-D200-BR	1

Photographic equipment is self-contained and is not connected to the onboard power supply line. Chargers for storage batteries of the Nikon camera are hooked up to connectors on the LIV video system.

Still cameras specifications (Table 3.8.1.2)

Table 3.8.1.2

Digital still camera Nikon D2X		
CCD matrix dimensions	-	23.7x15.7 mm
Image size	-	4288 x 2848
Light sensitivity	-	Equivalent to 100÷800 ISO speed
Recording medium	**-**	Compact Flash and Microdrive memory cards

Compression	-	RAW (NEF) and JPEG formats.
LCD display	-	2.5-inch 232000 with adjusted lighting
Lenses	-	Autofocus lenses Nikkor and SIGMA AF 300-800 f/5.6
Viewfinder field of view	-	96% of the frame area
Optical exposure	-	Automatic (software controlled with time of exposure or aperture having higher priority) and manual
Optical exposure measuring area	-	Matrix centrally weighted spot measurement
Exposure time range	-	1/8.000÷30s
Bracketing mode	-	2-9 frames with incremental steps of 1/3, 1/2, 2/3 or 1 EV
Synchronization with the flash	-	5 modes
Power	-	Li-Ion battery EN-EL4a (11.1V)
Battery charger	-	SM-FOTO-D1X-U05
Digital still camera Nikon D3 (Nikon D3X)		
CCD matrix dimensions	-	36.0x23.9 mm (35.9x24.0 mm)
Image size	-	4288x2848 (6048x4032)
Light sensitivity	-	Equivalent to 200÷6400 ISO speed 25600 ISO (100÷1600)
Recording medium	-	Compact Flash and Microdrive memory cards
Compression	-	RAW (NEF) and JPEG formats.
LCD display	-	3-inch, with 920000 pixels, with adjusted brightness, 100% frame coverage

Lenses	-	Autofocus lenses Nikkor and SIGMA AF 300-800 f/5.6
Optical exposure	-	Automatic (software controlled with time of exposure or aperture having higher priority) and manual
Optical exposure measuring area	-	Matrix centrally weighted spot measurement
Exposure time range	-	1/8000÷30s
Bracketing mode	-	2-9 frames with incremental steps of 1/3, 2/3 or 1 EV
Synchronization with the flash	-	5 modes
Power	-	Li-Ion battery EN-EL4a (11.1V)
Dimensions	-	159.5x157x87.5 mm
Mass	-	1.24 kg (1.22 kg)

Additional characteristics, external appearance and purpose of the above cameras are shown in Fig. 3.8.1.1, 3.8.1.2.

Fig. 3.8.1.1 External view of still camera Nikon D3 (Nikon D3X)

Fig. 3.8.1.2 External view of still camera Nikon D2

3.9. Video equipment

3.9.1 LIV system specification

LIV system is based on professional equipment operating in analog format BETACAM SP.

Fig. 3.9.1.1 shows the video camera included in this system, and Table 3.9.1.1 LIV system performance data for Earth imaging f rom the altitude of 400 km using the lens Fujinon A16x9 BRM-28A (the lens is currently onboard ISS RS).

Fig. 3.9.1.1 Overall view of the LIV system video camera

Table 3.9.1.1 LIV system specification

Parameter	Value
Number of pixels in the CCD matrix	437664 (752x582)
Focal distance (max.), mm	144
Field of view, deg.	3.3x2.38
The imaged area on the ground, km^2	23.2x18.4
Resolution per 1 pixel, m	30.9

At present, the video system does not have the optics, which would meet the quality requirements for Earth imaging for the purposes of Earth Remote Sensisng.

3.9.2. HDTV video system

Specifications.

Table 3.9.2.1 list HDTV system performance data during Earth imaging from the altitude of 400 km using the lens HJ15x8B IAS (the lens is currently available onboard ISS RS).

Table 3.9.2.1 The HDTV system specification

Number of pixels in the CCD matrix	2033600 (1920x1080)	
Focal distance (max.), mm	120 (without extender)	240 (with extender)
Field of view, deg.	4.6x2.6	2.3x1.3
The imaged area on the ground, km^2	32x18.4	16x9.2
Resolution per 1 pixel, m	16.6	8.3

The owner of the HDTV video system is NASDA, however, at present, after consultation with the Japanese, it can be used as the ISS RS system equipment. Its further use must be agreed with NASDA, with participation of Rosaviacosmos.

From the technical standpoint, the HDTV video system is the next-generation video equipment with respect to the LIV system (the resolution of the HDTV camera is 4 times that of the LIV camera).

In addition to this, HDTV provides more color information about the scene, which is important during interpretation and analysis of the features on the ground.

The overall view of the HDTV camera is given in Fig. 3.9.2.1.

It should be noted that the filming results can only be returned to Earth on a recording medium (HD video cassettes). The existing capacities of the ISS RS RF-links do not support downlinking of the filming results.

At present, the Russian side has neither the equipment for ground processing of the information, nor the capabilities to review and copy video materials obtained in the course of the HDTV system operation.

Fig. 3.9.2.1 Overall view of the HDTV camera

3.9.3 HDV video system.

The HDV video system is intended for performing the following tasks:

- video recording of the experiments
- video filming inside the SM
- video filming of the Earth

The HDV equipment includes camcorders Sony HVR-Z1 and Sony HVR-Z7 of the HDV digital format. Using an adapter to the bracket LIV/106/20 the camcorders can be

installed on the bracket in order to fasten them to the SM handrails. The HDV kit also includes a wide-angle attachment x0.8 Sony VCL-HG0872, Sony batteries NP-F970, a lamp Sony HVL-LBP, video cassettes Sony PHDVM-63DM, a set of cables and adapters.

The list of equipment (Table 3.9.3.1)

Table 3.9.3.1

№	Name	Designation	Qty.
1.	Camcorder Sony HVR-Z1	SM-HDV-U01	1
2.	Camcorder Sony HVR-Z7	SM-HDV-U10	2
3.	Lens Fujinon HAs18x7.6BRM 137mm	SM-HDV-U11	1
4.	Adapter ACM-17	SM-HDV-U12	1
5.	Camera light Sony HVL-LBP	SM-HDV-U14	2
6.	Wide-angle attachment x0.8 Sony VCL-HG0872	SM-HDV-U02	1
7.	Camera bag	SM-HDV-U07	1
8.	Camera bag	SM-HDV-U08	1
9.	Battery Sony NP-F970	SM-HDV-U03	6
10.	Video cassettes Sony PHDVM-63DM	SM-HDV-U04	14
11.	Memory card CF 16Gb	SM-HDV-DCV	8
12.	Video-audio cable (1.5m)	SM-HDV-01	1
13.	Video-audio cable (1.5m)	SM-HDV-10	1
14.	Video cable (5 m)	SM-HDV-02	1
15.	Video cable (5 m)	SM-HDV-03	1
16.	Adapter RCA-BNC	SM-HDV-04	1
17.	Adapter BNC -BNC	SM-HDV-05	1
18.	Adapter BNC -BNC	SM-HDV-06	1

№	Name	Designation	Qty.
19.	Adapter to bracket LIV/106/20	From LIV/106/20 to LIV video camera	1
20.	Adapter iLink for MRU	SM-HDV-U15	1
21.	Cable iLink 6p-4p (2m)	SM-HDV-11	1

External appearance, characteristics and possible uses of the above video camera are given in Fig. 3.9.3.

3.9.4 Video camera Sony DSR PD150P

External appearance, characteristics and possible uses of the above video camera are given in Fig. 3.9.4.

Camcoder Sony HVR-Z1 contains a high-resolution video camera with 3 CCD matrices and HDV video recorder

It can be installed onto a bracket for securing it to the SM handrails

The camera can be equipped with a wide-angle attachment x0.8 Sony VCL-HG0872

The camcoder can work in PAL and NTSC systems, as well as in HDV, DV and DVCAM formats

It is also possible to downlink video and audio signals via the switch of the LIV video complex

HDV signals are compressed in MPEG2 format used in ground digital HDTV channels, as well as in Blu-ray disk recorders

Viewfinder: Electronic (color).Combined 12x (optical) zoom lens

The camcorder has a system of color filters and balance of white as well as an amplifier and an electronic shutter

Possible use:

- video recording the progress of the experiments within experimental setups

- video recording inside SM to provide information to general public

- video recording of Earth

- video recording from Soyuz during re-docking operations;

- backup capability for TV broadcasts when primary LIV system is unavailable or out of order

Fig. 3.9.3 Video camera HDV (Sony HVR-Z1)

Built-in portable LCD display for viewing the recordings
The video camera uses Sony’s Memory Stick
The camera image sensor has three 1/3-inch CCD matrixes with a total of 450 000 pixels
Characteristics of the 12-x zoom lens match 1/3-inch CCD system
The optical stabilizer is Super SteadyShot™, which uses independent determination of horizontal and vertical motion
A prism system in front of the lens effectively compensates camcordershaking when filming without a tripod
Black and white LCD viewfinder with 180 000 pixels provides horizontal resolution of 500 TVL, which simplifies manual focusing control
Video data are recorded on cassettes. One cassette holds 40 minutes of recording

Fig. 3.9.4 Video camera Sony DSR   PD150P

4 Capabilities supporting scientific equipment operation on ISS RS modules

4.1 Service module (CM)

The following interfaces with the module are used during integration of the scientific equipment into the SM:

- mechanical interface;
- electrical interfaces, including power interface, telemetry interface, data interfaces;
- thermal interface;
- vacuum interface (connection to external environment).

The SM design provides for a number of areas for installing the scientific equipment in orbit, which have structural support for mechanical attachment and connections of the scientific equipment to the ISS support systems.

Such areas outside the SM are:

- the УРМ-Н1 workstation, located on the SM outer surface along plane III of the Working Compartment 1 between frames 3, 4. Installed on the SM body on the transition plate 17КС.300Ю1573-0 as a mechanical device for fastening scientific equipment if a Passive Base Point (PBP) 27КСМ.152Ю7200-0. Scientific Equipment is installed by an operator during EVA onto PBP using an adapter, which includes an Active Base Point (ABP) 27КСМ.152Ю7100-0;
- workstation УРМ-Н2 formed by a system of handrails 25x25 mm in cross-section on the body of the SM Working Compartment 2 between planes I and II in such a way that the normal to the line connecting the centers of cross-sections of the two central handrails is slanted at an angle of 47^{o} from plane I towards plane II. The scientific equipment is fastened onto the handles with special locks;
- each of the workstations УРМ-Н3 (УРМ-Н4) is formed by four threaded M12 holes with the base of 400×x200 mm, located in the payload fairing supports on the outer surface of the SM along planes II and IV between frames 8, 8a, respectively. Scientific equipment is installed using adapters;
- the Deliverable Multi-Purpose WorkStation (DMPWS) 17КС.600Ю 1501А-0 is installed on УРМ-Н3. DMPWS consists of a base 17КС.600Ю 1501А-100 with

PBP and a platform 17КС.600Ю 1501А-200 with three passive parts of scientific equipment adapters 17КС.600Ю 1150А-0 and a mating device 27КСМ.152Ю 7110-0 for installation onto a PBP. Normals of the three passive adapters installed on the platform shall be aligned with axes $\pm Y_{SM}$ and $+Z_{SM}$.

Installed on the УРМ-Н4 under flight test conditions can be a deliverable workstation developed with the use of design solutions implemented in the design of the DMPWS.

The following volumes are reserved for installation and connection of scientific equipment inside the pressurized cabin of the Service Module:

- on the backside of panel 407 (УРМ4-3 zone) for scientific equipment with dimensions of up to 175x400x60 mm;
- behind panel 305 (УРМ4-2 zone) for scientific equipment with dimensions up to 220x350x300 mm.

The SM external appearance is shown in Figures 4.1.1 and 4.1.2.

External multi-purpose workstations on the SM for installing units of scientific equipment are shown in Figures 4.1.3 and 4.1.4.

SM interior view, locations of portholes, laptops and mission payloads are shown in Figures 4.1.5, 4.1.6 and 4.1.7.

SM resources used for integration of scientific equipment are listed in Table 4.1.1.

Fig. 4.1.1 – SM external view

Подпись и дата	Инв. № дубл.	Взам. инв. №	Подпись и дата	Инв.№ подл.

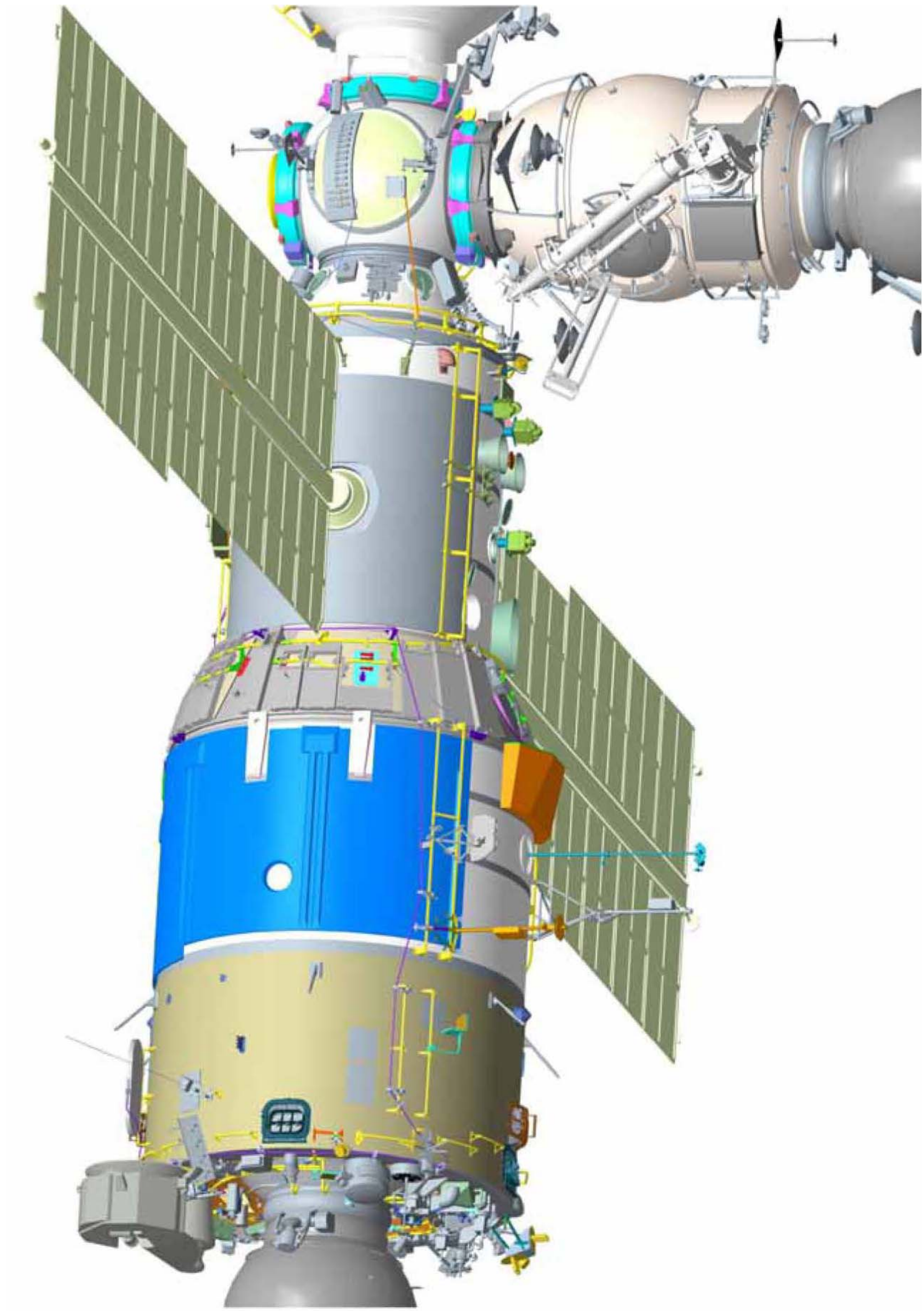


Fig. 4.1.2 – SM external view

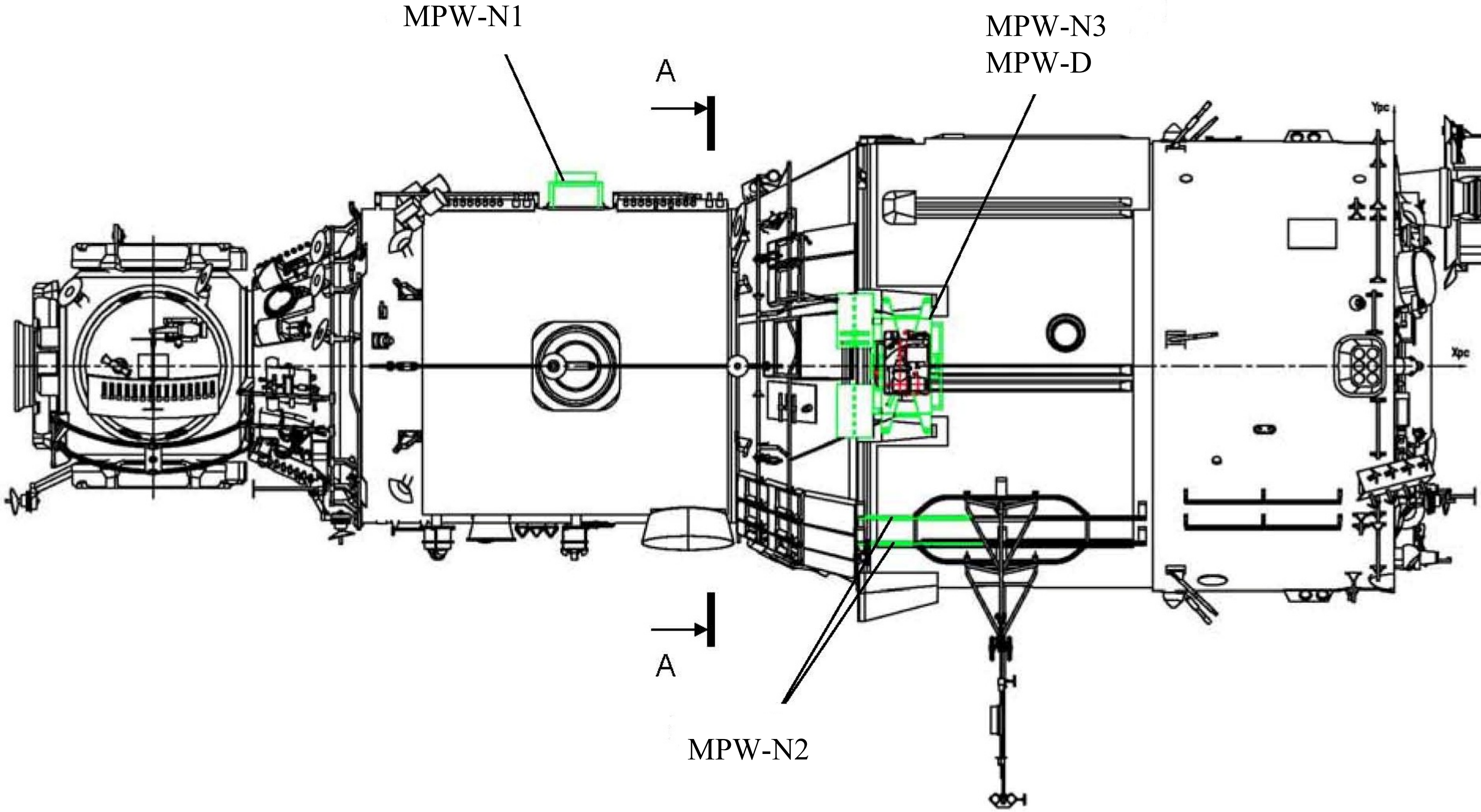


Fig. 4.1.3 – External MPWS for installing scientic equipment units on SM

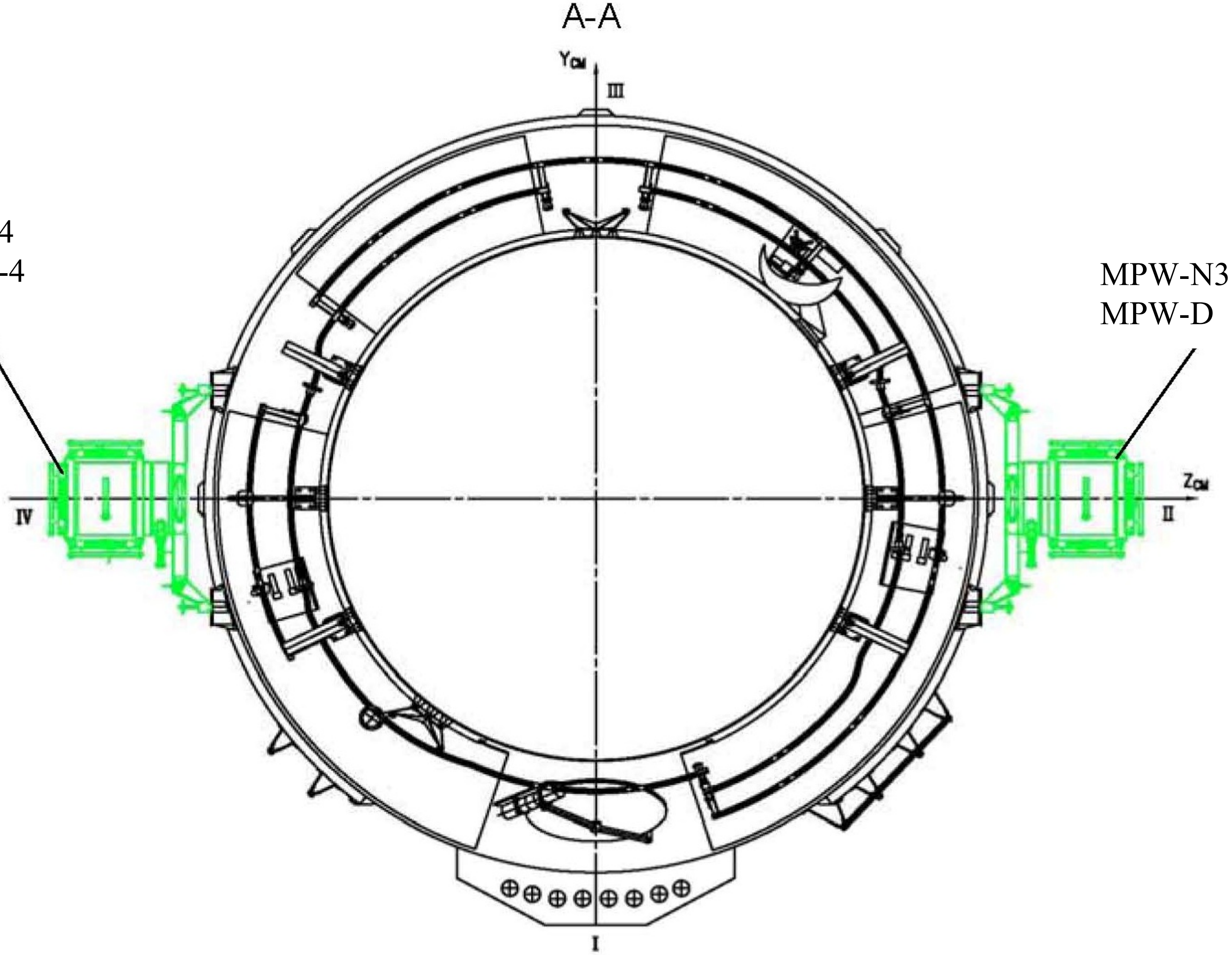


Fig. 4.1.4 – External MPWS for installing scientific equipment units on SM

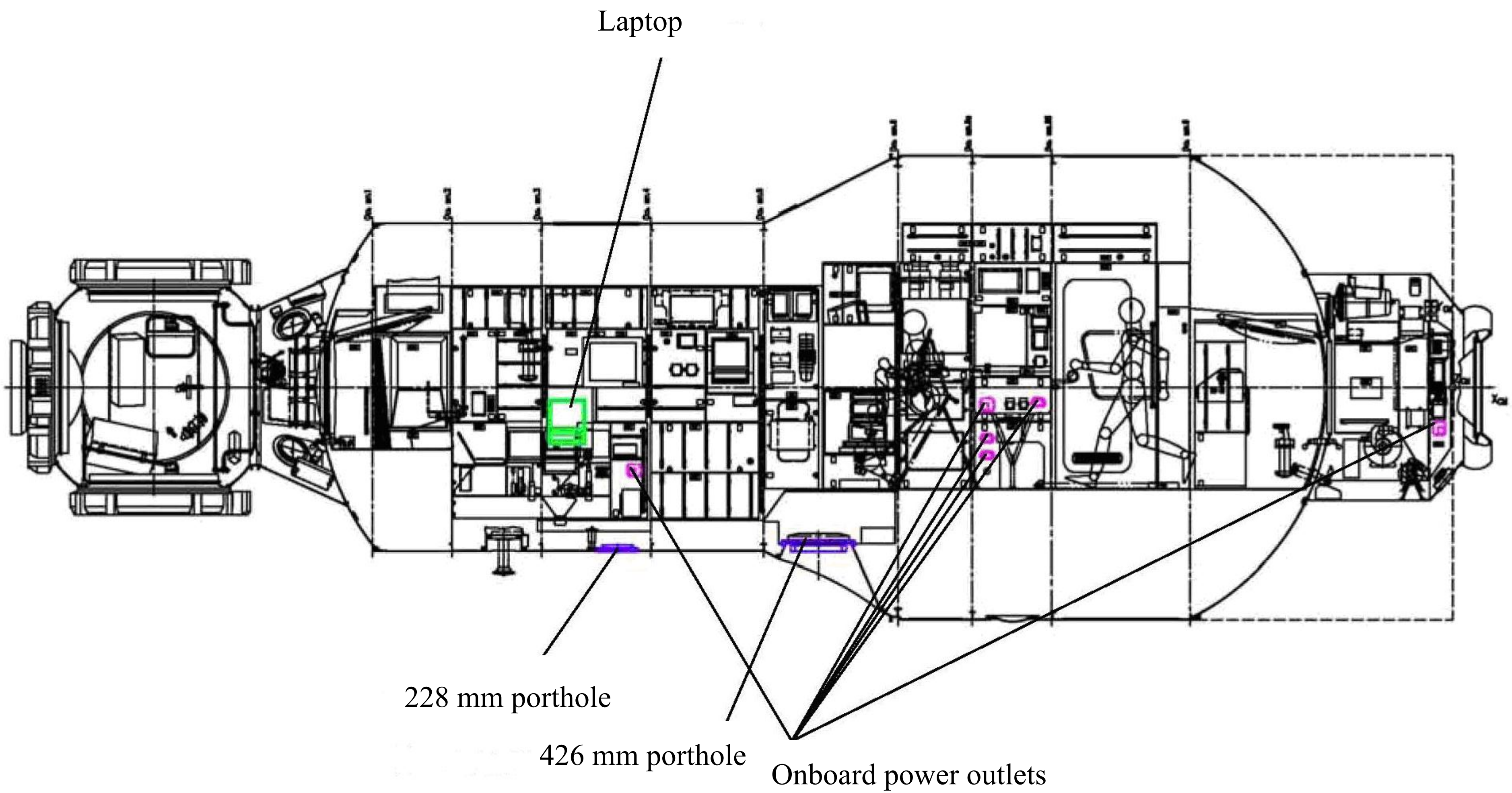


Fig. 4.1.5 – SM interior view (starboard)

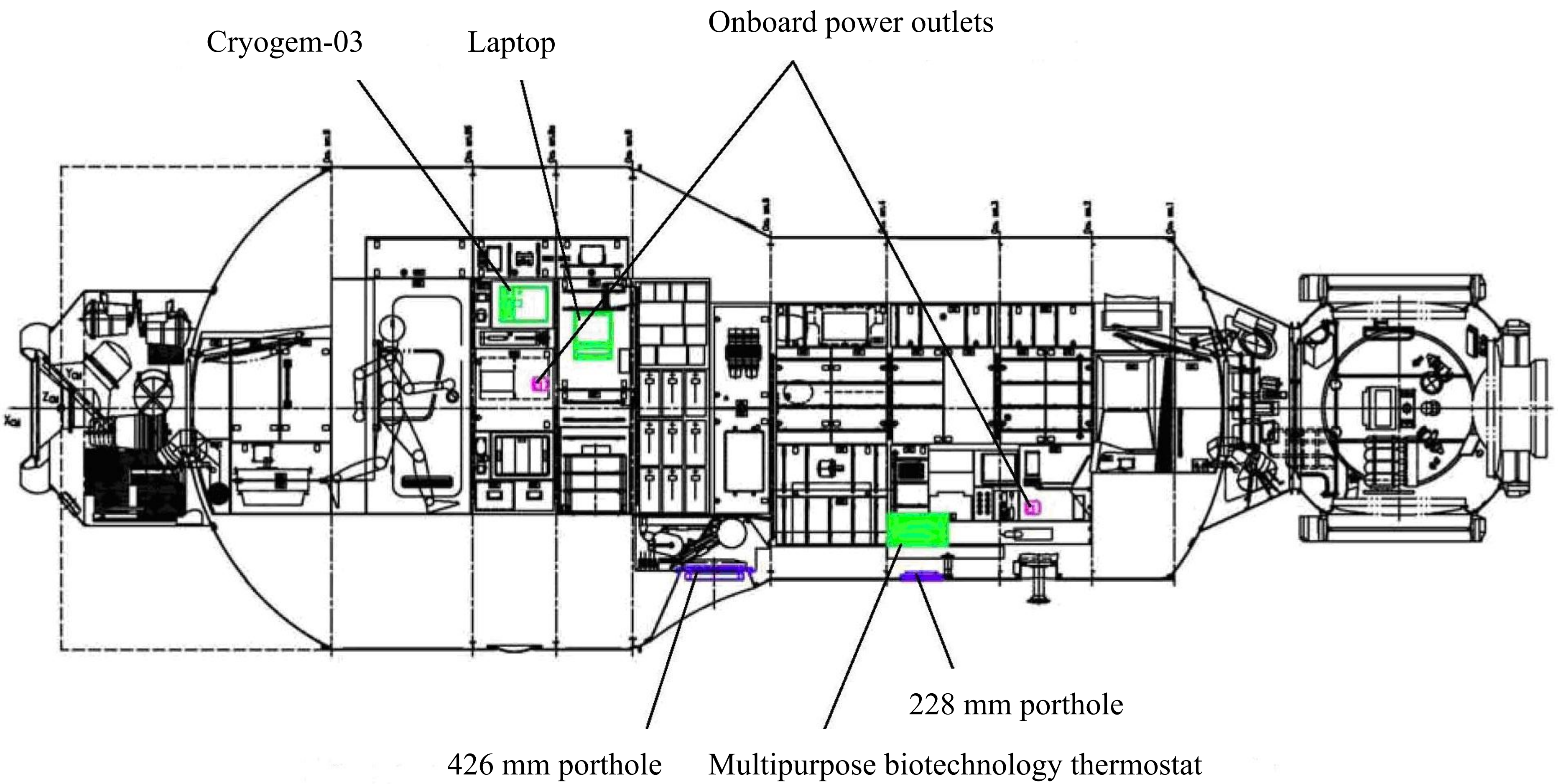


Fig. 4.1.6 – SM interior view (port side)

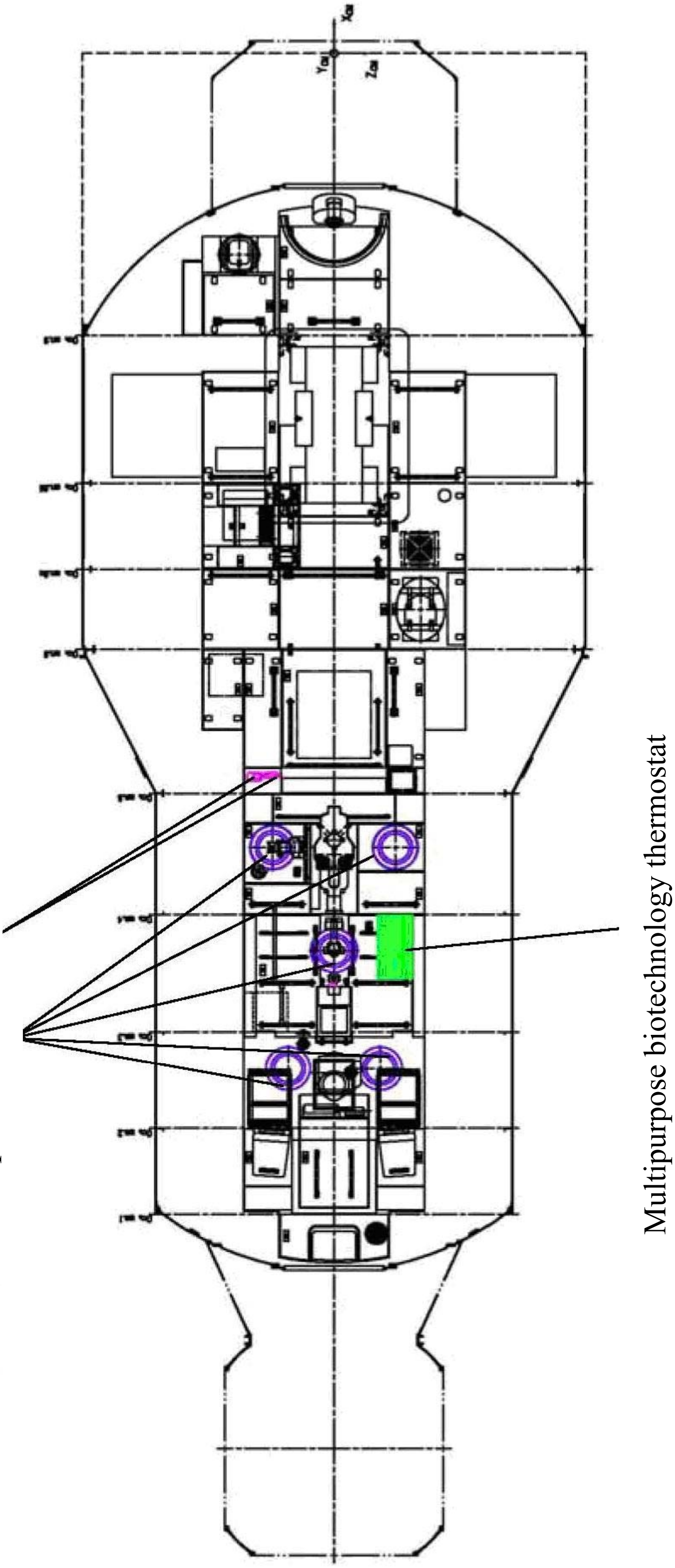


Fig. 4.1.7 – SM interior view (floor)

Table 4.1.1 – SM resources for integration of scientific equipment

Name	Multipurpose workstations	
	Internal	External
Number of multi-purpose workstations	3	4
Power consumption, W - daily average	300	
Heat released in the atmosphere, W	up to 300	-
Total volume of the hardware, m^3	no less than 1.5	-
Information interfaces	RS-422, RS-485, Ethernet, RS-232, USB	RS-422, RS-485
Television channels	No less than 2	1 (it is possible to use communications line for EVA TV camera)
Vacuum interfaces	1 (before MRM2 docking)	-
High-frequency channels (500 m) from pressurized cabin to outside	2	-

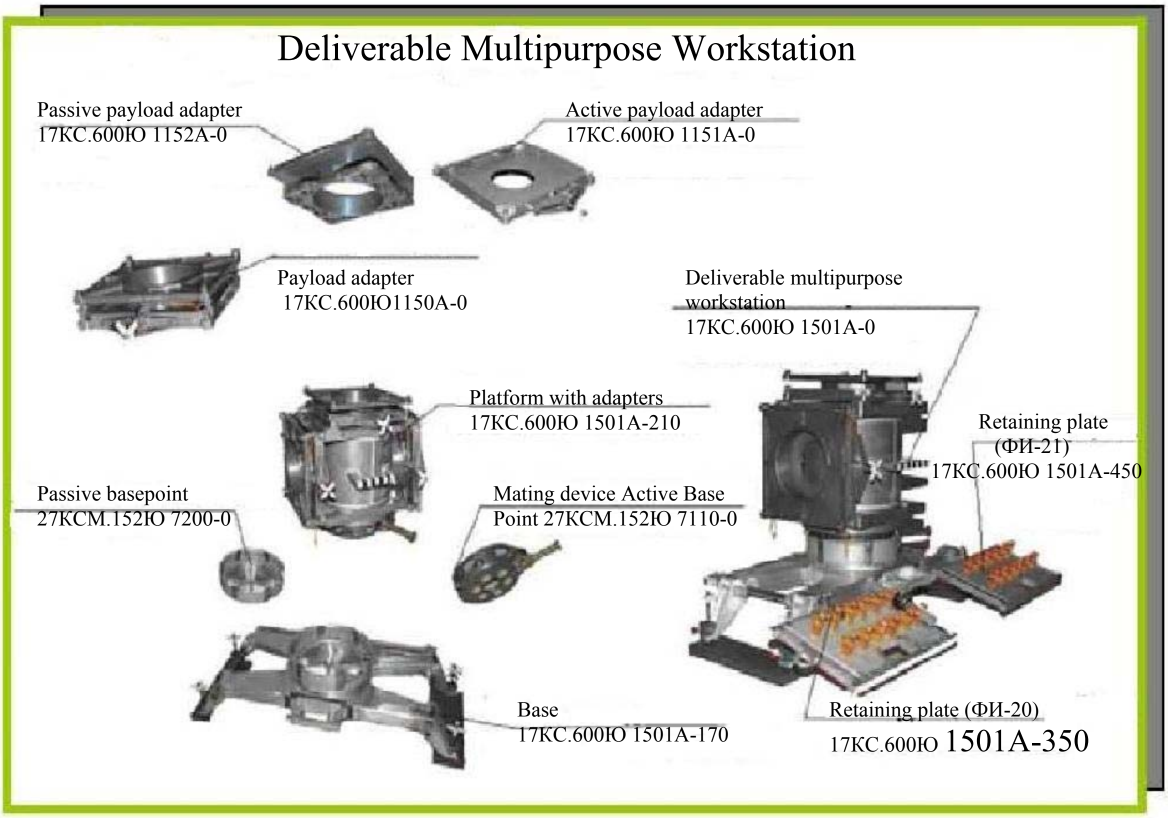
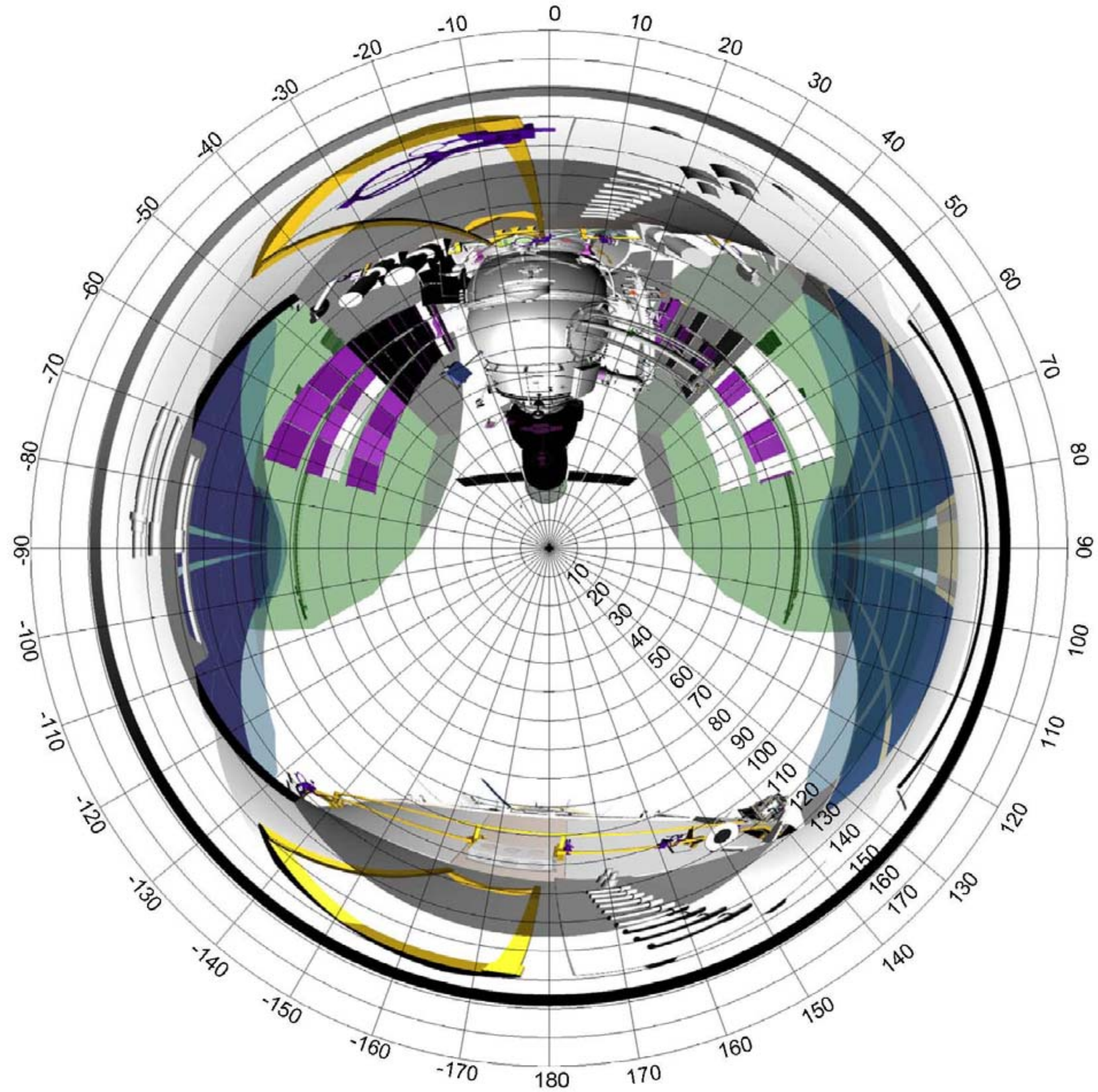


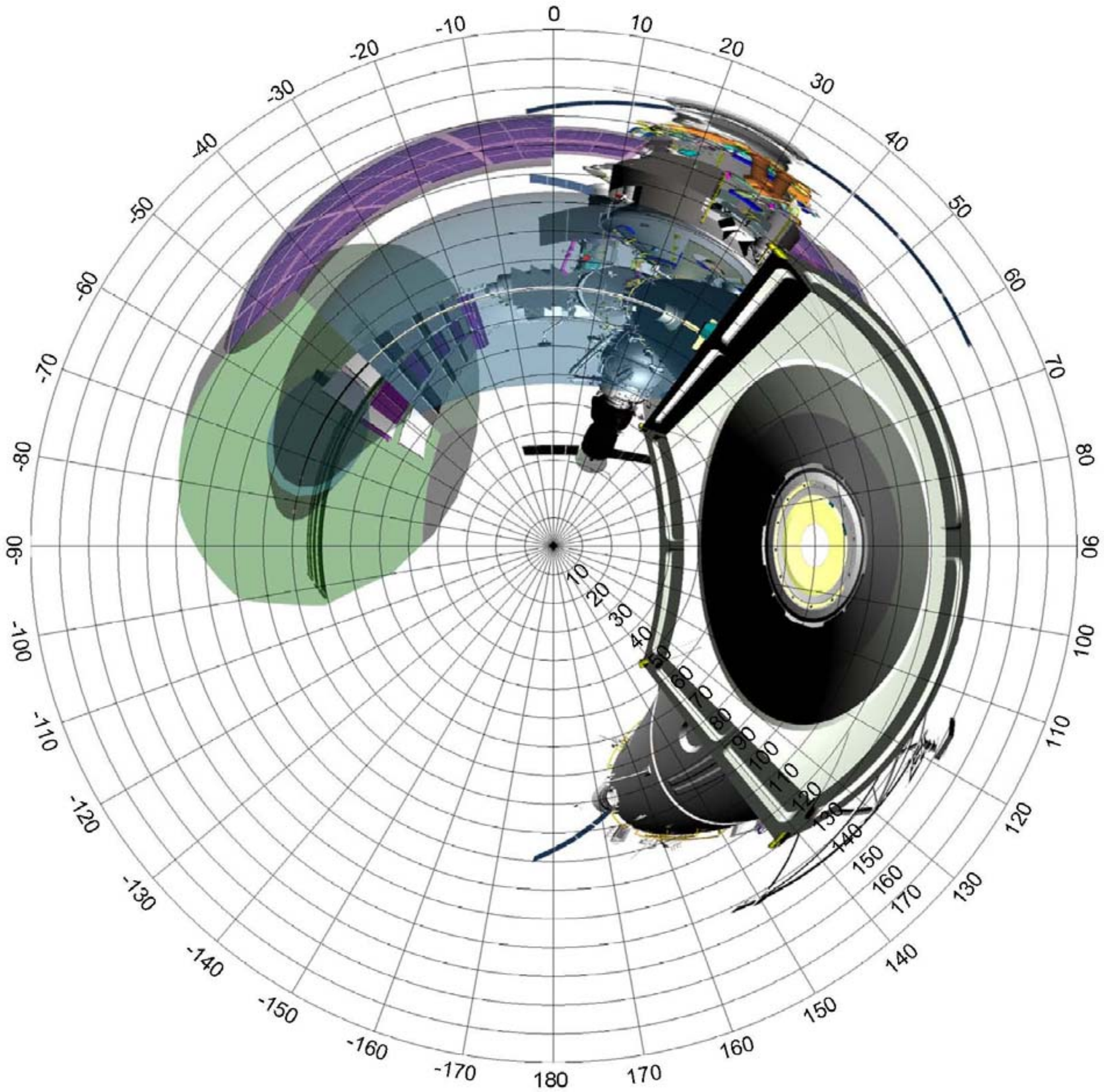
Fig. 4.1.8 – Deliverable multipurpose workstation

Sample fields of view of scientific equipment installed on the SM multipurpose workstation are given in the following figures:

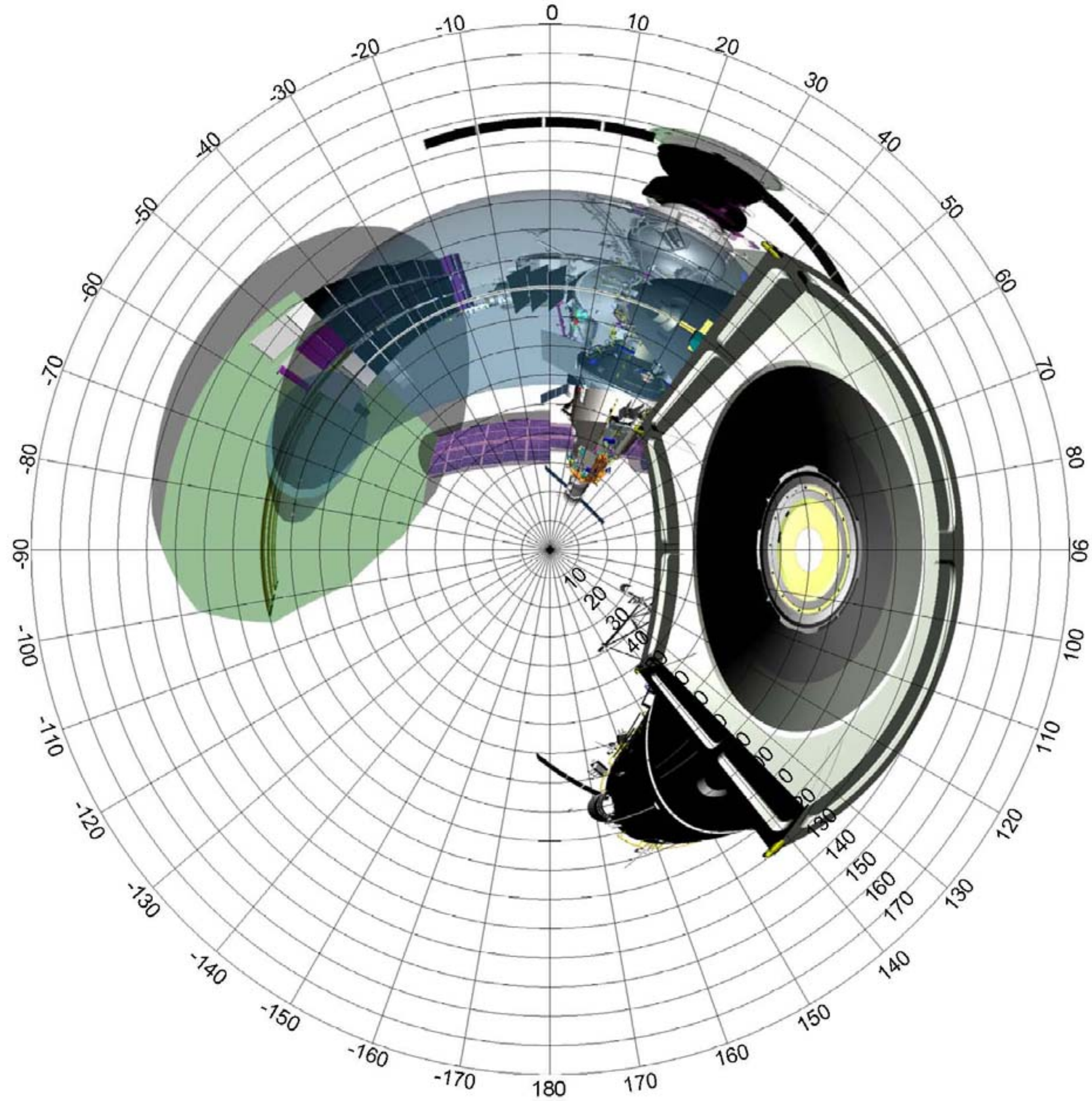
- Fig. 4.1.9 – field of view of scientific equipment installed on the УРМ-Н1 (axis of sight aimed at zenith);
- Fig. 4.1.10 – field of view of scientific equipment installed on the УРМ-Н3 (axis of sight pointed towards zenith);
- Fig. 4.1.11 – field of view of scientific equipment installed on the УРМ-Н3 (axis of sight pointed towards nadir);
- Fig. 4.1.12 – field of view of scientific equipment installed on the УРМ-Н4 (axis of sight pointed towards zenith);
- Fig. 4.1.13 – field of view of scientific equipment installed on the УРМ-Н4 (axis of sight pointed towards nadir);



- Fig. 4.1.9 – field of view of scientific equipment installed on the УРМ-Н1 (axis of sight aimed at zenith).



- Fig. 4.1.10 – field of view of scientific equipment installed on the УРМ-Н3 (axis of sight pointed at zenith)



- Fig. 4.1.10 – field of view of scientific equipment installed on the УРМ-Н3 (axis of sight pointed at zenith)

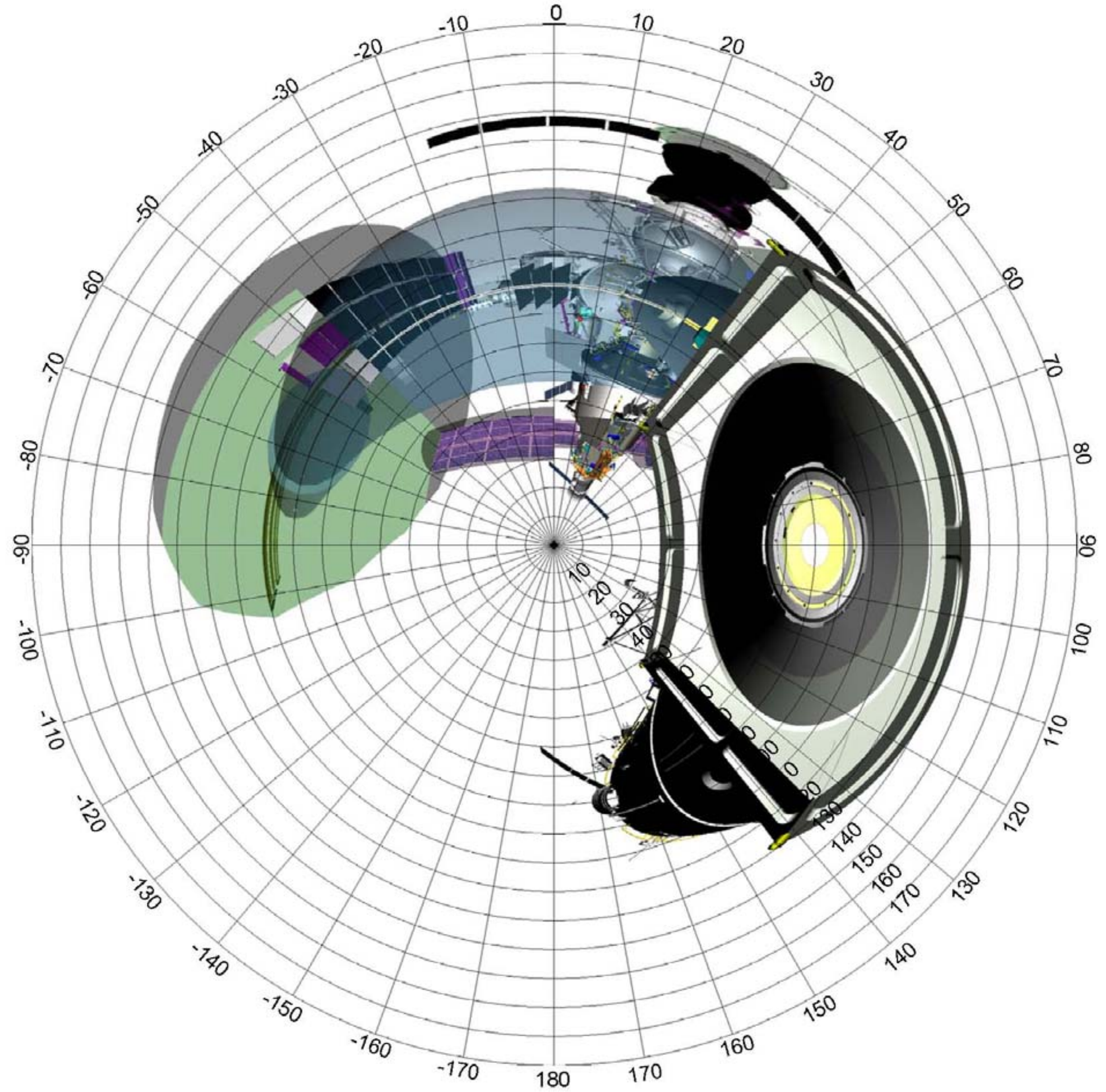
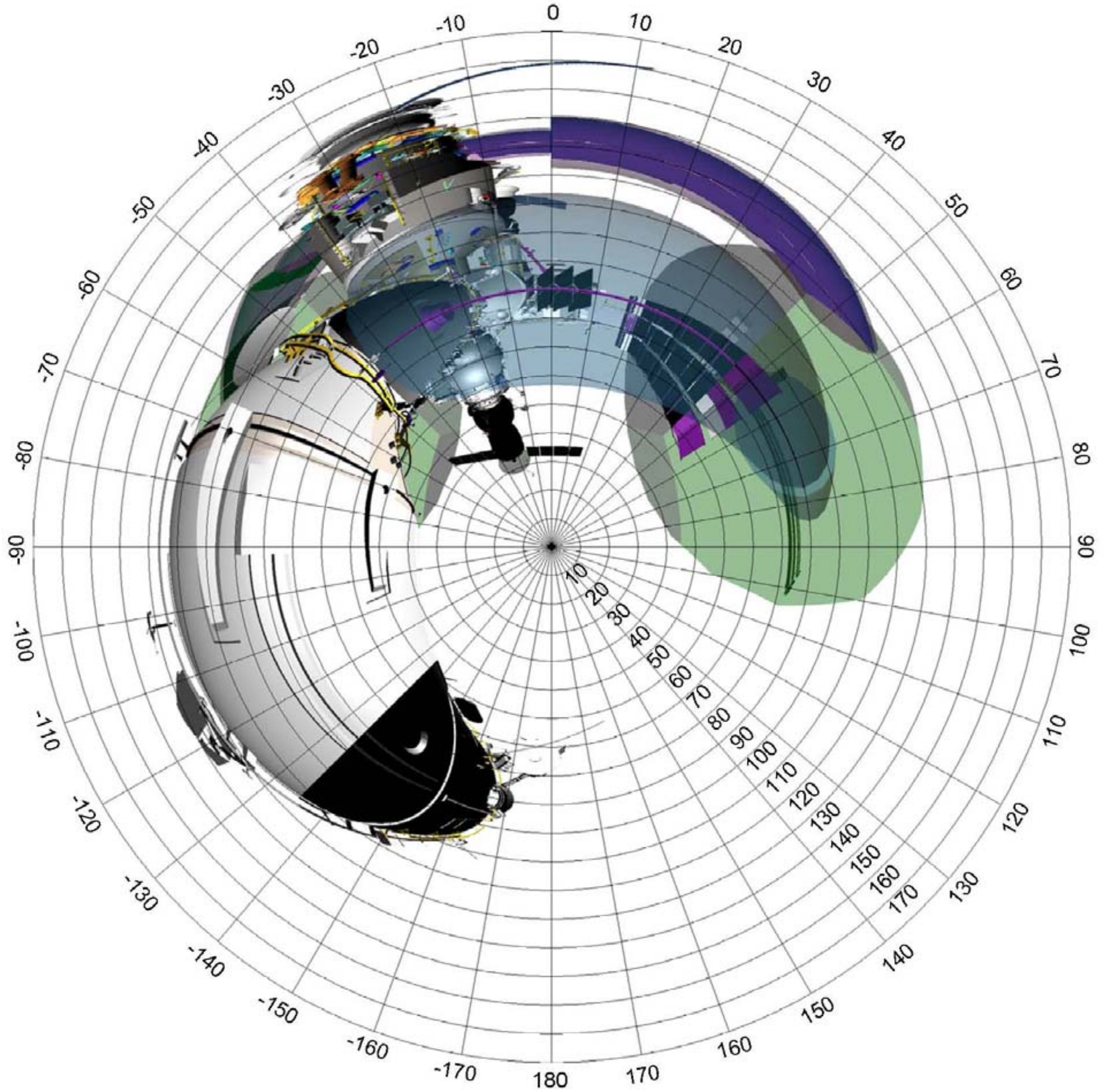


Fig. 4.1.11 – field of view of scientific equipment installed on the УРМ-Н3 (axis of sight pointed towards nadir)



- Fig. 4.1.12 – field of view of scientific equipment installed on the УРМ-Н4 (axis of sight pointed towards zenith)

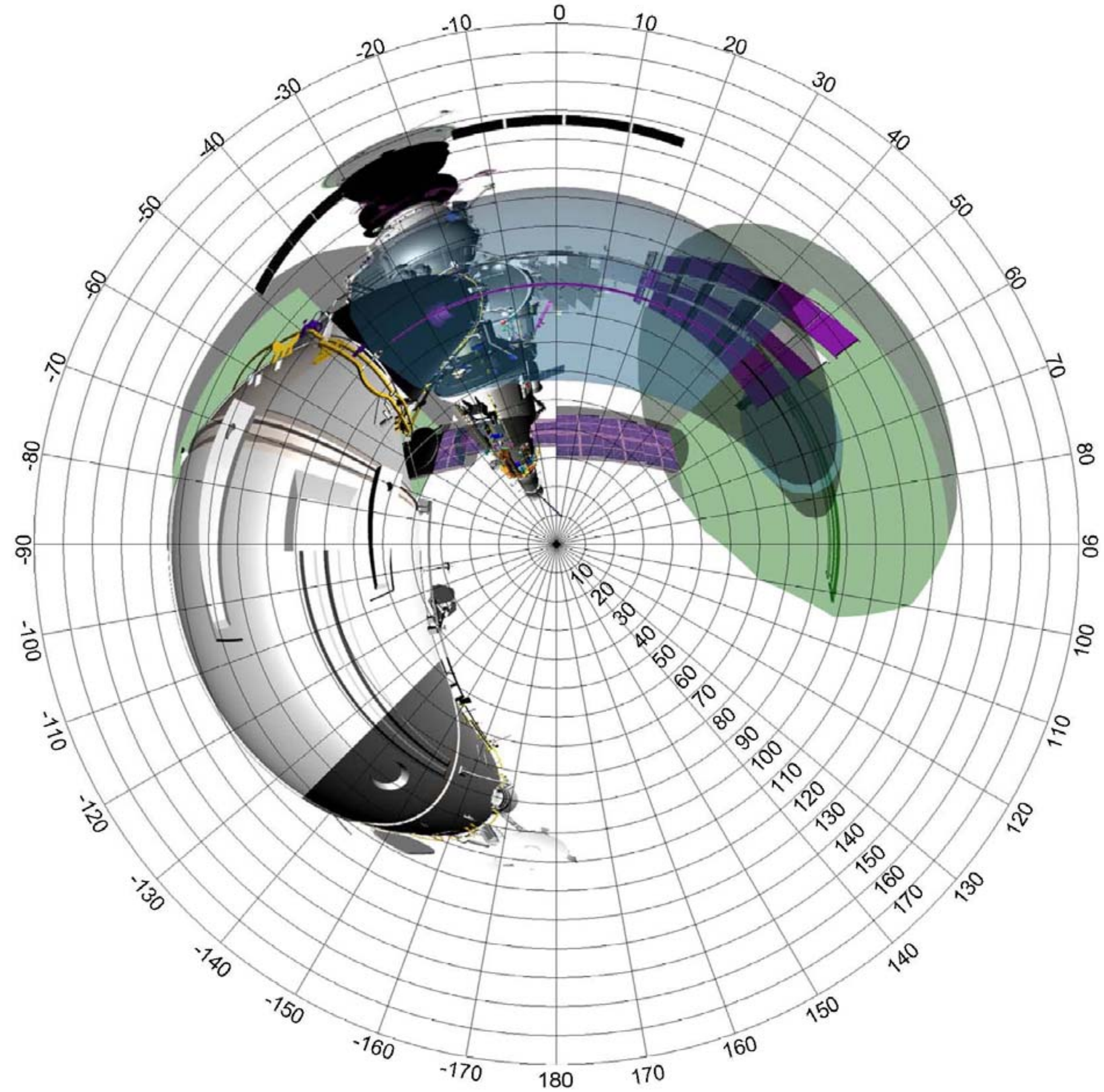


Fig. 4.1.13 – field of view of scientific equipment installed on the УРМ-Н4 (axis of sight pointed towards nadir)

4.2 Docking compartment No.1 (DC1)

Special features that DC1 provides for conducting scientific experiments are:

- capability to install hardware on the outer surface of MRM2 for observing the plane of the local horizon;
- availability of a porthole with a capability to sight the hardware in the horizon plane;
- capability to place hardware inside pressurized cabin for short periods of time for conducting space experiments and to store it only for the periods between EVAs;
- on-board systems resources for scientific equipment on the external surface are mostly borrowed from the SM.

On the DC1 external surface, possible areas for deploying payloads are:

- magnetomechanical latches 77КСД.1940-100, located on the cylindrical part and on the central sphere.
- passive base points 27КСМ.152Ю 7200-0 (2 pcs.) located on the cylindrical part (used for accommodating cargo booms ГСтМ).
- brackets 240ГК.А2200А-101 for the latch of the outboard workstation placed (4 pcs. each) on the flange of the exit hatches.

Locations on DC1 of external multipurpose workstations based on electromechanical latches are shown in Fig.4.2.1.

Locations on DC1 of payload equipment, windows and electrical outlets are shown in Fig.4.2.2.

DC1 resources used for integration of scientific equipment are listed in Table 4.2.1.

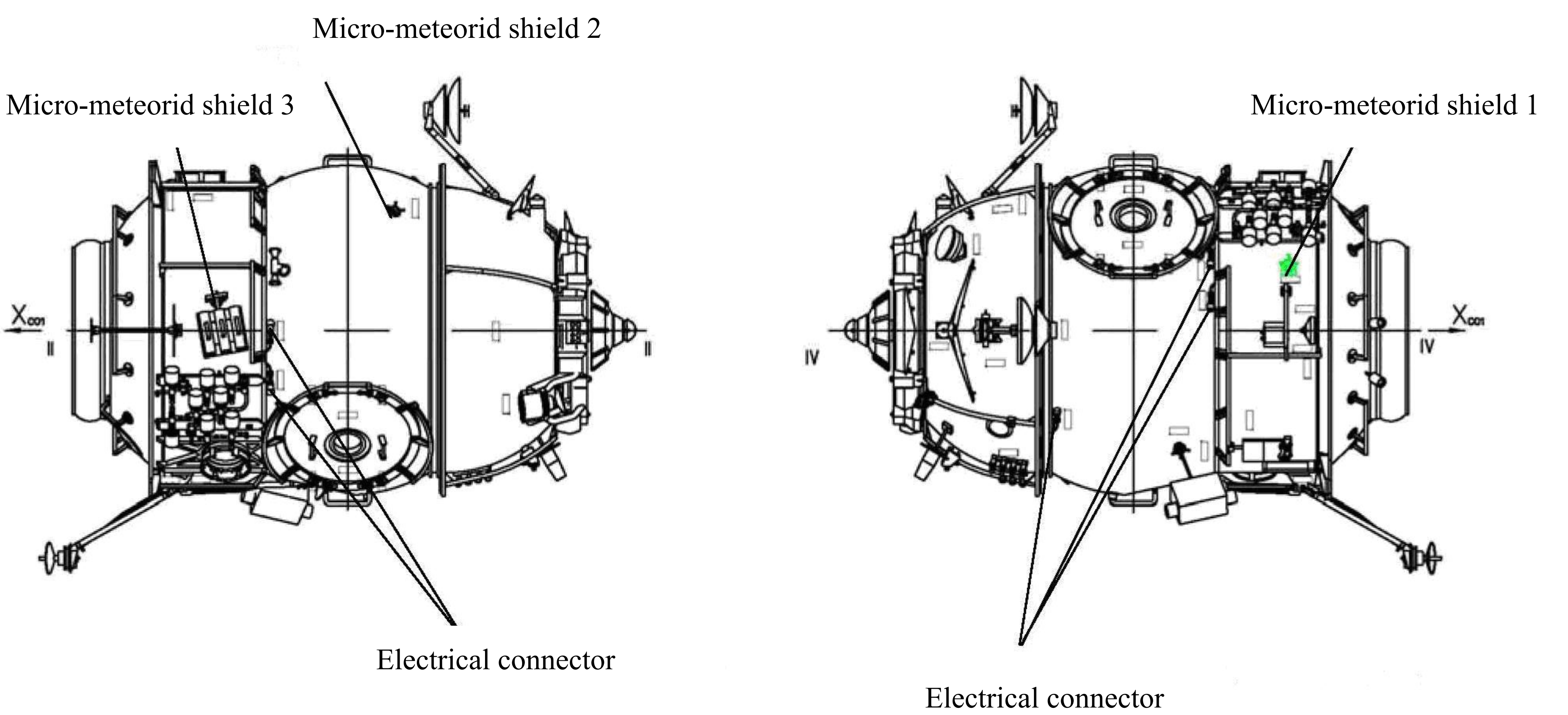


Fig. 4.2.1 – Locations of external MPWS on DC1

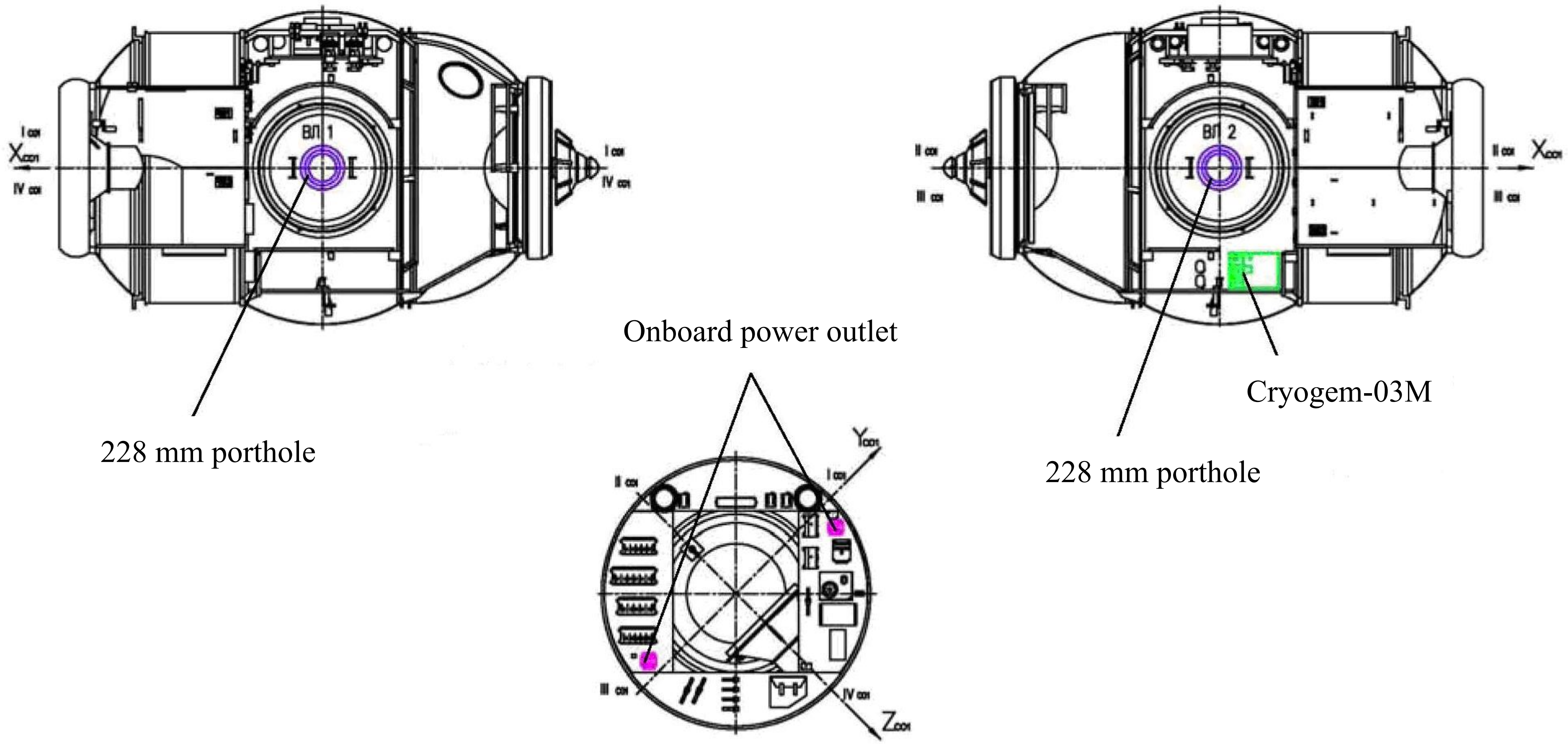


Fig. 4.2.2 – Locations of payload equipment, portholes and outlets of the onboard power grid on DC1

Table 4.2.1 – DC1 resources for integration of scientific equipment

Name	Multipurpose workstations	
	Internal	External
Number of multi-purpose workstations	-	3
Power consumption, W - daily average	300 (together with SM SE)	
Heat release, W - in the atmosphere, up to	300 (together with SM SE)	-
Information interfaces	RS-232, USB	-
Television channels	-	1

4.3 Mini Research Module 2 (MRM2)

Characteristics:

- launch mass, kg: 3670±50 kg;
- pressurized volume, m^3: 12,5;
- storage volume for cargoes and scientific equipment, m^3: 0,2;
- in particular, for scientific equipment, m^3: 0,1;
- power for scientific equipment, kW: up to 0.1;
- maximum daily average rejection of heat from the hardware included in the MPF through the air loop of the thermal control system: up to 0.1;
- launch vehicle: Soyuz-FG

MRM2 external appearance is shown in Fig. 4.3.1

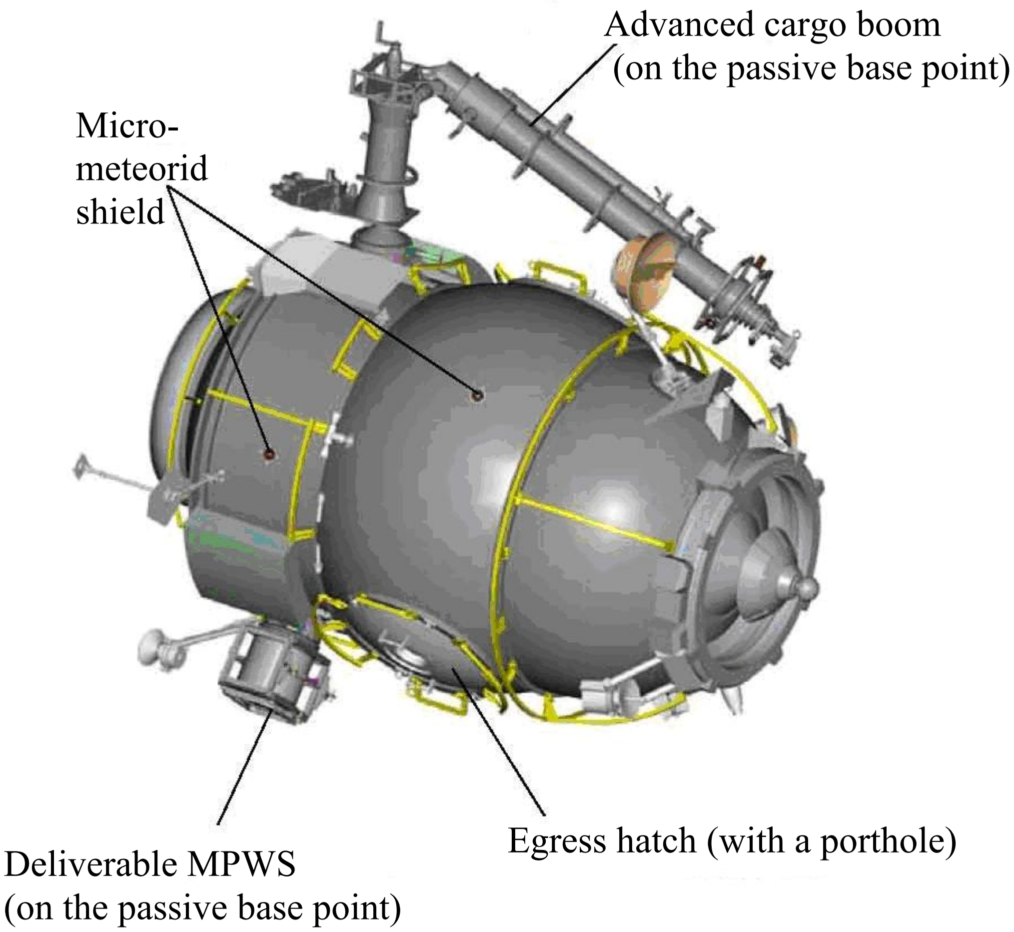
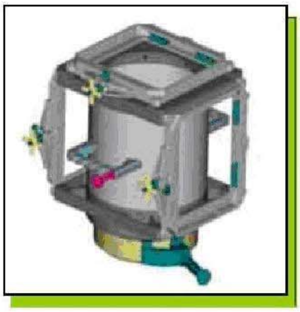


Fig. 4.3.1 – MRM2 external appearance.

Special features that MRM2 provides for conducting scientific experiments are:

- capability to install hardware on the outer surface of MRM2 for observations of the upper hemisphere and the plane of the local horizon;
- availability of a porthole with capability to sight the hardware in the horizon plane;
- capability to place hardware inside pressurized cabin for short periods of time for conducting space experime nts and to store it only for the periods between EVAs;
- on-board systems resources for scientific equipment on the external surface are mostly borrowed from the SM.



Passive base point 27КСМ. 152Ю7200-0		
Payload mass, kg	200	It is used for installing SE or MPWS-D
Quantity, pcs.	1	
Multipurpose workstation - Deliverable (analog of 17КС600Ю1501А-0)		
Payload mass, kg	150	The use of MPWS-D makes it possible to increase up to three the number of work stations
Quantity, pcs.	1	

Fig. 4.3.2 – Characteristics of standard external workstation adapters for installing scientific equipment units.

Location of external deliverable multi-purpose workstation on MRM2 and its configuration are shown in Fig.4.3.3.

MRM2 resources used for integration of scientific equipment are listed in Table 4.3.1.

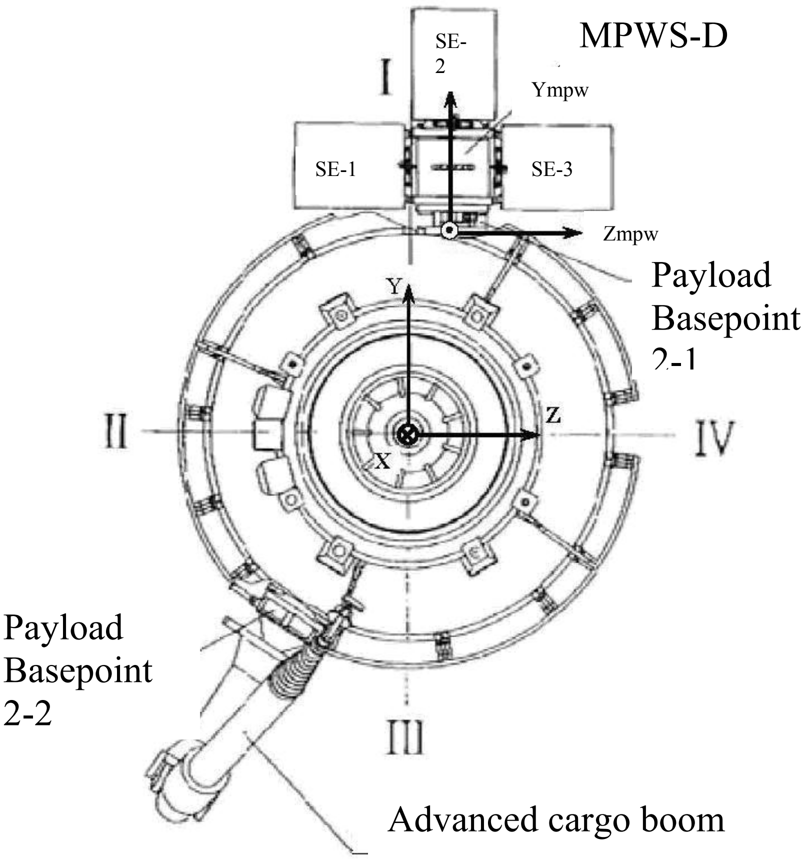


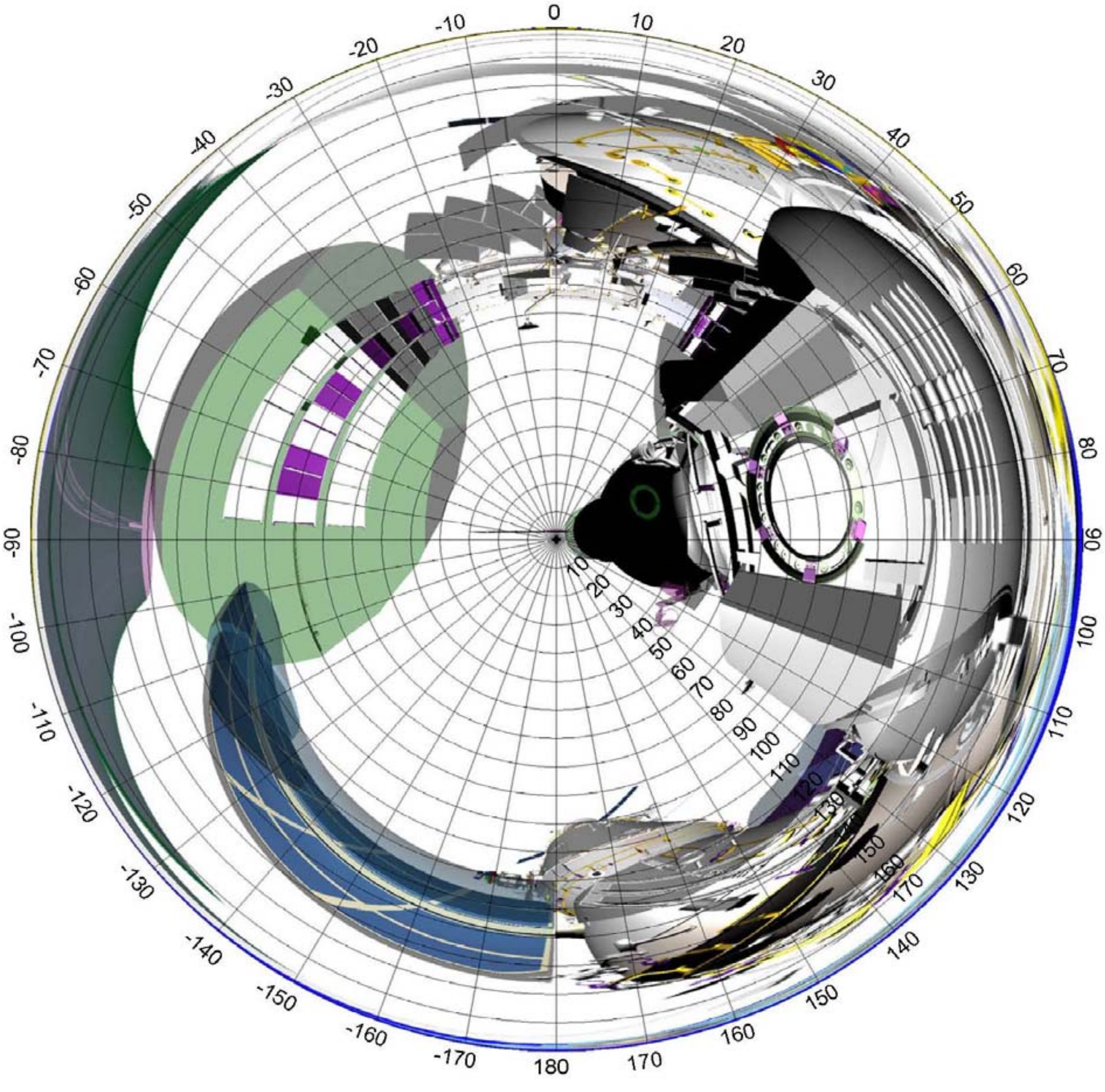
Fig. 4.3.3 – Location of the external deliverable MPWS on MRM2 and its configuration

Table 4.3.1 – MRM2 resources for integration of scientific equipment

Name	Multipurpose workstations	
	Internal	External
Multipurpose workstations (MPWS), pcs.	up to 3	1 (based on MPWS-D); up to 4 (based on MM3)
Daily average power consumption, W	85	
Total volume of the hardware, m^3	up to 1.0	
Number of discrete control commands	30	
Power supply feeders: - remote control, pcs. - onboard power outlets PBC10/3	6 2	Resources for SE are provided
Number of telemetry parameters: - discrete, - analog, - temperature	20 20 10	from SM via external cables
Information interfaces	Ethernet	
Number of television channels	1	
Vacuum interface, 10^{-2} mm Hg	1	-
The total mass of scientific equipment, kg	more than 240	

Sample fields of view of scientific equipment installed on the MRM2 BPB multipurpose workstation are given in the following figures:

- Fig. 4.3.4 – field of view of scientific equipment installed on the PBP (axis of sight aimed at zenith);
- Fig. 4.3.5 – field of view of scientific equipment installed on the PBP2 (axis of sight aimed at zenith);



- Fig. 4.3.4 – field of view of scientific equipment installed on the PBP1 (axis of sight aimed at zenith);

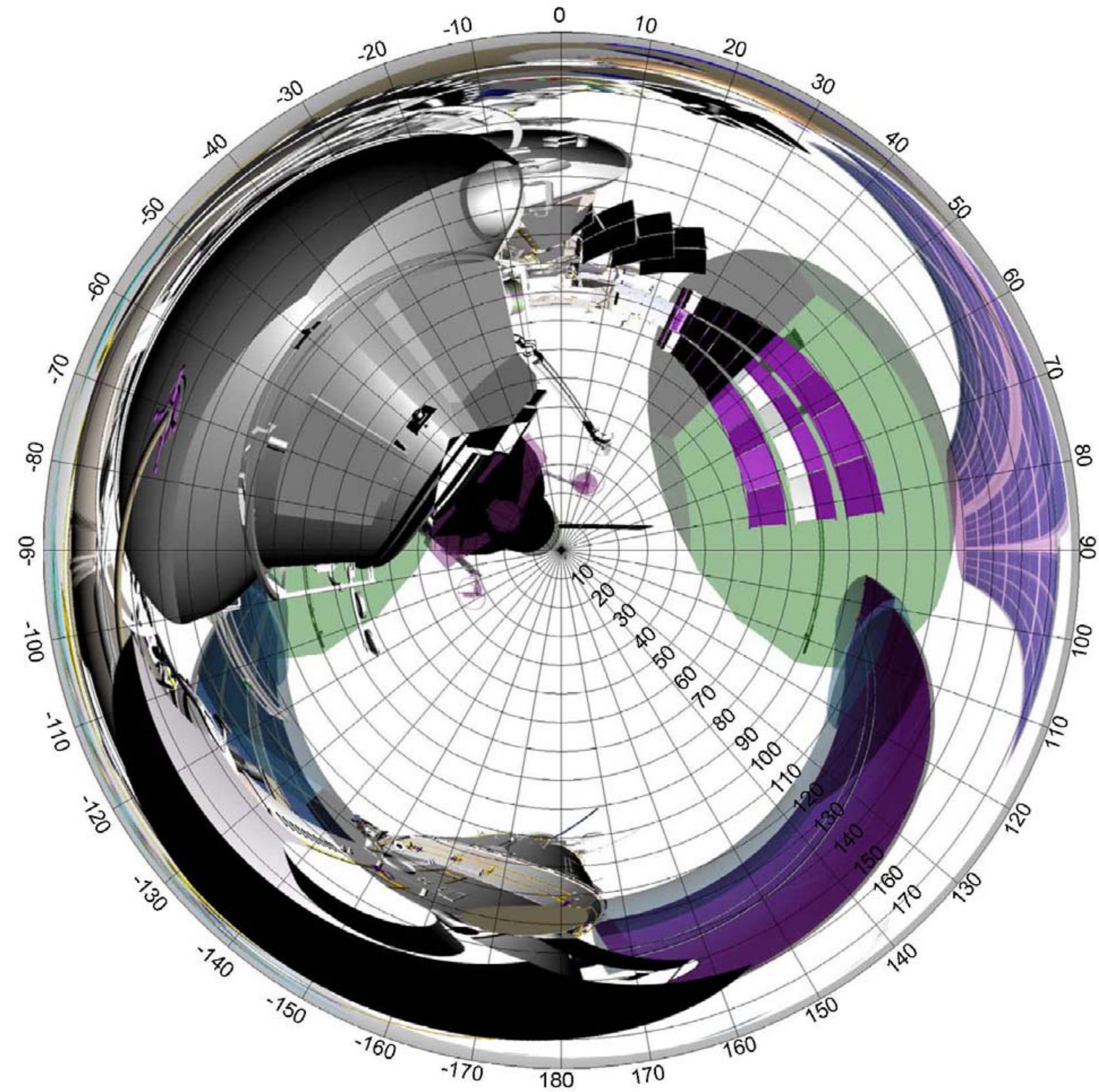


Fig. 4.3.5 – field of view of scientific equipment installed on the PBP2 (axis of sight aimed at zenith)

In addition to MPW, structural elements (handrails) can also be used for scientific equipment integration on the outer surface of MRM2.

Examples of scientific equipment installation on MRM2 handrails and fields of view for scientific equipment are shown in Figures 4.3.6, 4.3.7.

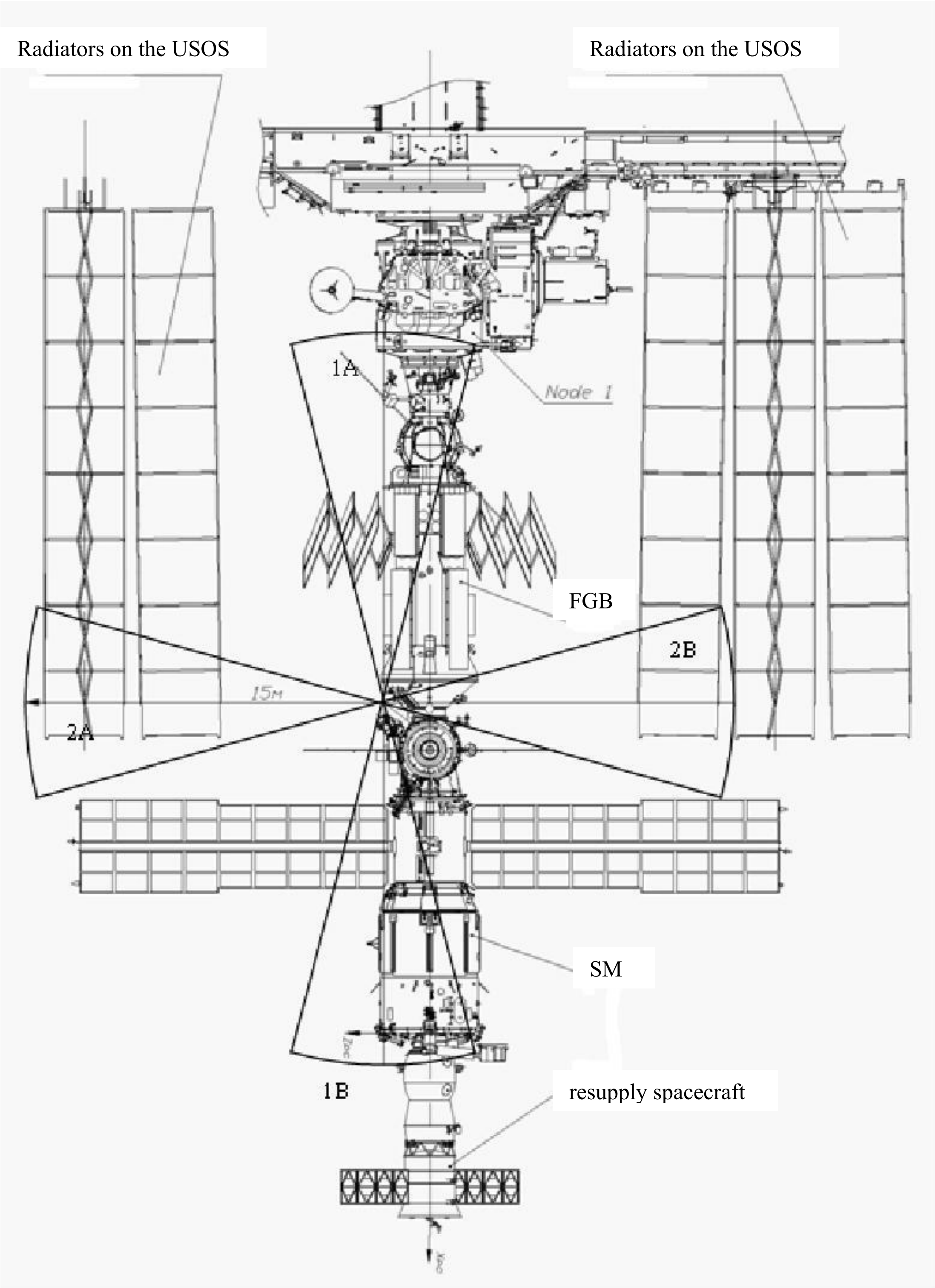


Fig. 4.3.6 – An example of scientific equipment installation on MRM2 handrails

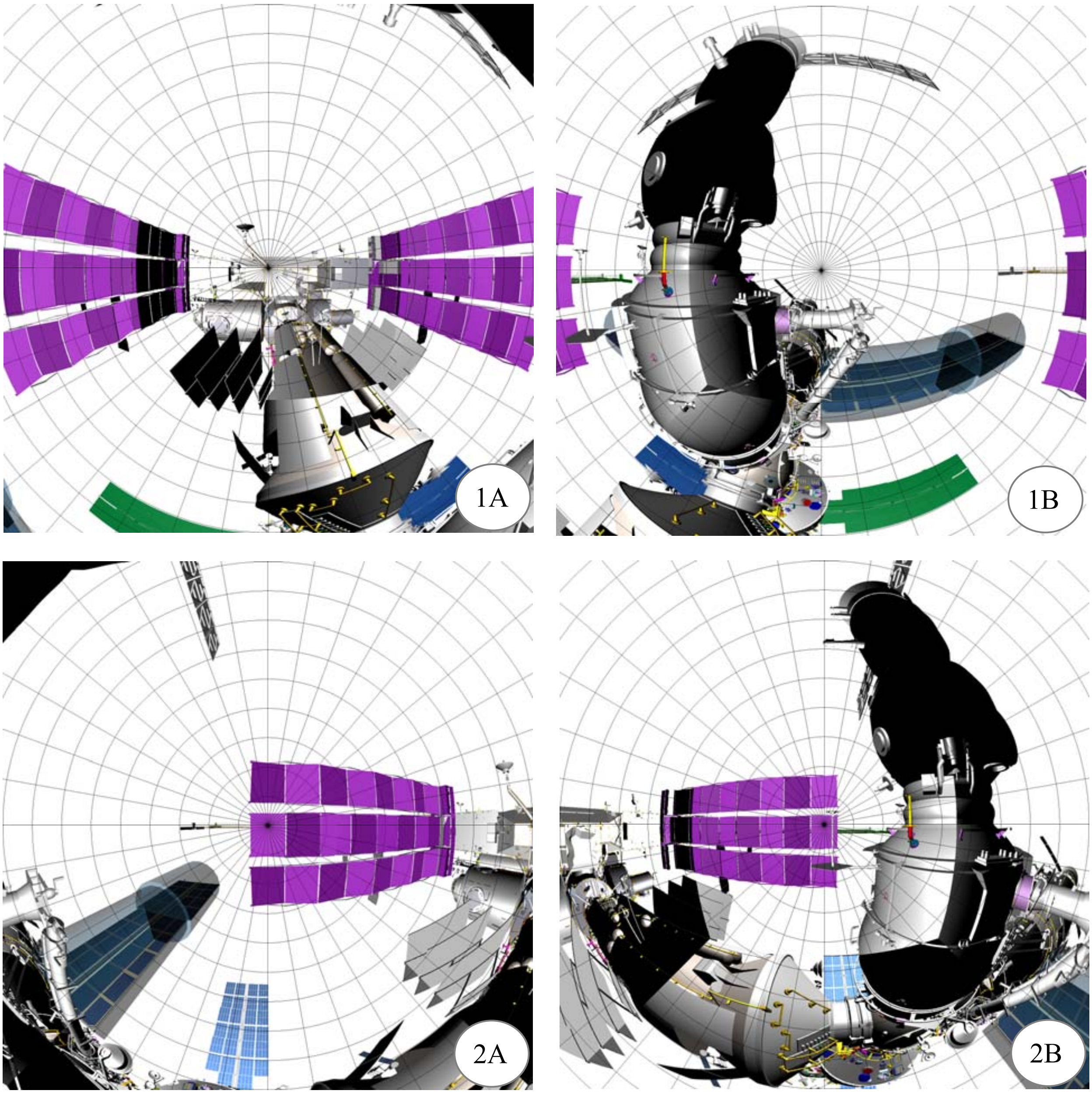


Fig. 4.3.7 – Fields of view of scientific equipment installed on MRM2

4.4 Mini Research Module 1 (MRM1)

Characteristics:

- launch mass, kg: 7900;
- pressurized volume, m^3: 17,4;
- storage volume for cargoes and scientific equipment, m^3: 5,0;
- in particular, for scientific equipment, m^3: 3.0;
- power for scientific equipment, kW: up to 0.1;
- maximum daily average rejection of heat from the hardware included in the MPF through the air loop of the thermal control system, kW: up to 0.1;
- launch vehicle: Space Shuttle Orbiter.

MRM1 external appearance is shown in Fig. 4.4.1

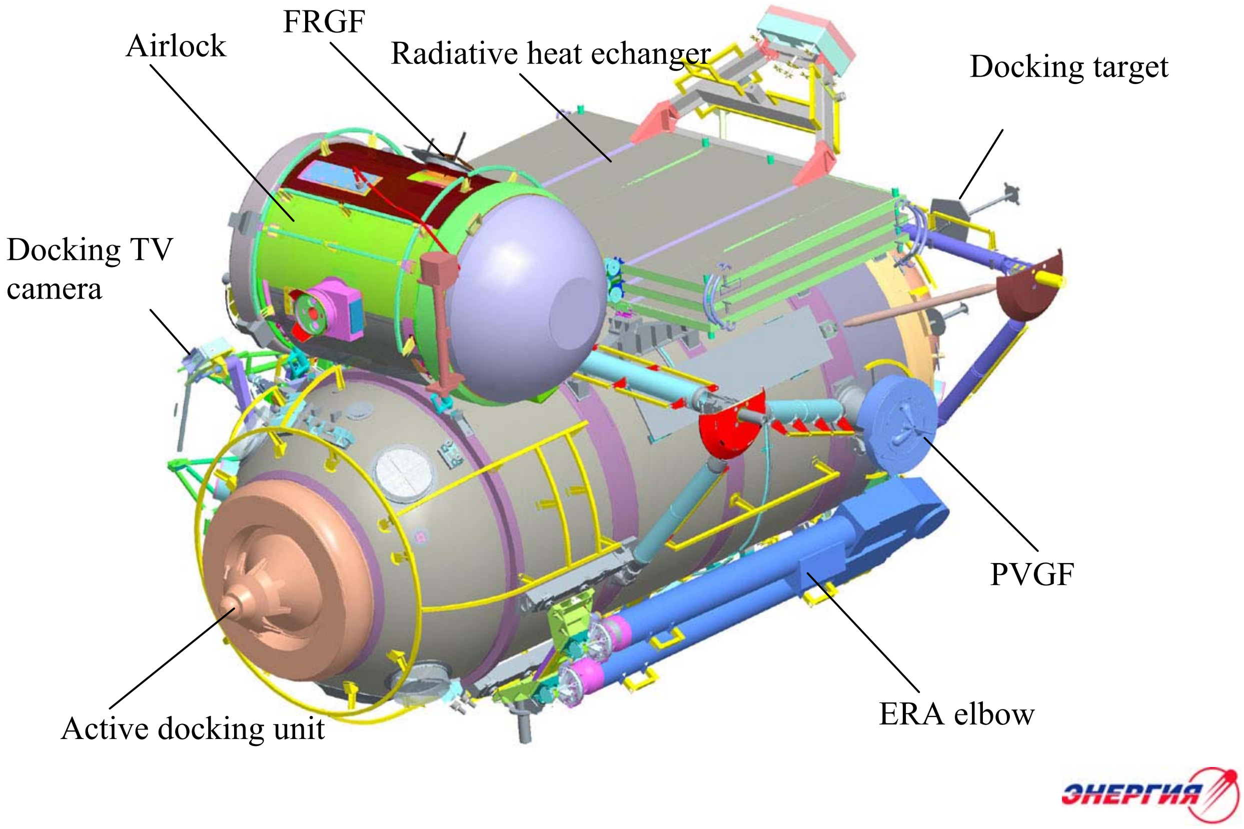


Fig. 4.4.1 – MRM1 external appearance.

Included in the MRM1 MPF is the mission payload equipment necessary for providing onboard MRM1 an extended range of services in support of Russian and commercial experiments.

Set up in the pressurized cabin are 5 multi-purpose workstations (MPWs) equipped with mechanical adapters and mission payload equipment:

- modular shelves (up to 4 pcs.);
- Glovebox-C hardware with retractable glove box shelf;
- MBLTT thermostat;
- MBHTT thermostat;
- multipurpose vibration isolation platform MVIP.

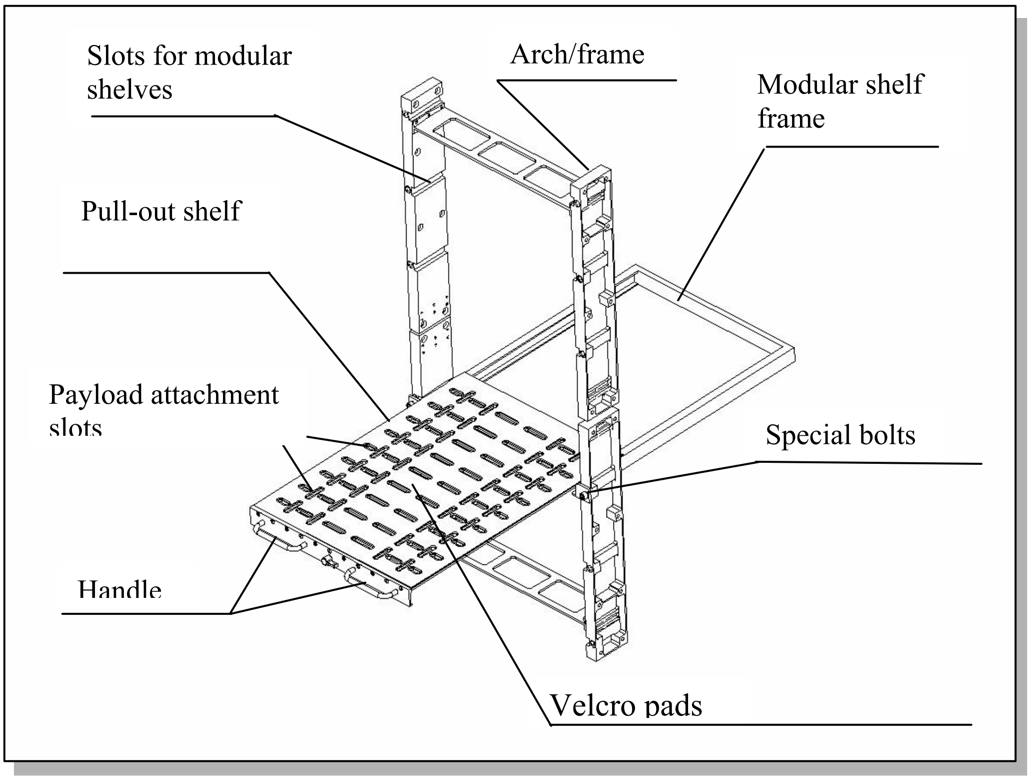


Fig 4.4.2 – Mechanical payload adapter.

Key specifications:

- maximum payload unit dimensions 600x400x600 mm;
- maximum number of retractable shelf modules - 4
- payload attachment to shelf modules:
- anchor bolt attachment;
- elastic fasteners;
- Velcro fastener.

Table 4.4.1 – Characteristics of mission support equipment onboard MRM1

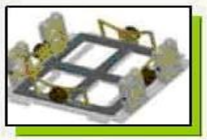
	Glovebox-S equipment	Creating an environment for working with sterile, hazardous or loose substances	Airlock and means of cleaning and sterilization available. The volume of 0.15 m^3
	MBLTT thermostat	Creating thermal environments necessary for handling biologicals	Payload volume of of 10 l. Thermostatting temperature of minus 20ºC
	MBHTT thermostat	Creating thermal environments necessary for handling biologicals	Payload volume of of 10 l. Thermostatting temperature ranging from 2 to 37ºC
	**Multipurpose vibration isolation platform MVIP**	SE protection against background vibrations	SE mass of up to 50 kg, vibration insulation factor at the frequency = 0.4-250 Hz of no less than 20 dB

Table 4.4.2 – MRM1 resources available for SE integration

Name	Value
Internal multipurpose workstations (MPWS), pcs.	-5
Daily average power consumption, W	-100
Total volume of the hardware, m^3	up to 3.0
Power supply feeders: - of manual control, pcs. - onboard power outlets РБС10/3	-6 -2
Number of telemetry parameters: - discrete, - analog, - temperature	-20 -10 -6
Information interfaces	- Ethernet
Number of television channels	-1
Vacuum interface, 10^{-2} mm Hg	-1
Heat release into the air loop of the thermal control system, W	-100

4.5 Multipurpose laboratory module (MLM)

Characteristics:

- launch mass, kg: 20700 kg;
- pressurized volume, m^3: 70.0;
- volume for scientific equipment, m^3: 8,0;
- power for scientific equipment, kW: - up to 1.0 kW (daily average) inside the pressurized cabin and up to 1.5 kW (daily average) outside the pressurized cabin;
- maximum daily average rejection of heat from the hardware included in the MPF, kW: up to 1.0;
- launch vehicle: Proton M LV.

To support scientific equipment installation, MLM has provisions for:

- installation of payloads inside pressurized cabin of MLM (16 internal multipurpose workstations) with the total volume of the accommodation areas of no less than 8 m^3 (including a workstation equipped with a porthole for installing units of scientific equipment);
- installation of no less than 12 simultaneous payloads outside the MLM pressurized cabin;
- mechanical interfaces;
- vacuum interfaces;
- interfaces to provide thermostatic control for scientific equipment;
- interfaces to supply scientific equipment with power from the MLM On-board Equipment Control System;
- command and data interfaces between scientific equipment and the MLM On-board Equipment Control System;
- payload operating conditions in required modes when conducting space experiments;
- storing original materials and obtained results.

In addition to this, to support a long-term program of scientific and applied research, MLM provides the following equipment:

- vibration isolation platform;

- glove box;
- thermostats.

In order to minimize EVAs when installing scientific equipment on external workstations, the following robotic equipment is provided:

- ERA robotic arm;
- automatic airlock (AL).

The MLM external appearance is shown in Figures 4.5.1 and 4.5.2.

External view of the airlock is shown in Fig. 4.5.3.

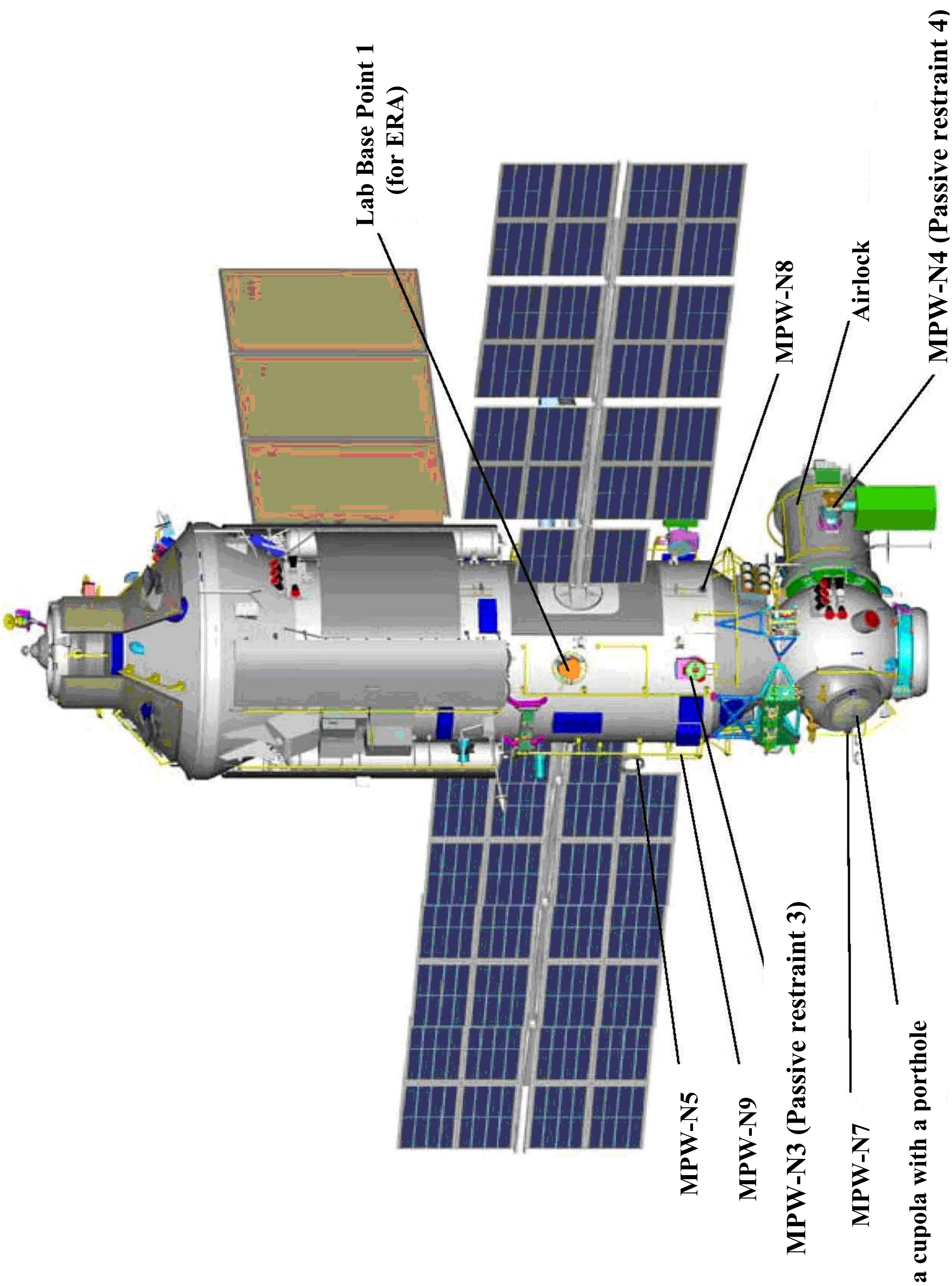


Fig. 4.5.1 – MLM external appearance

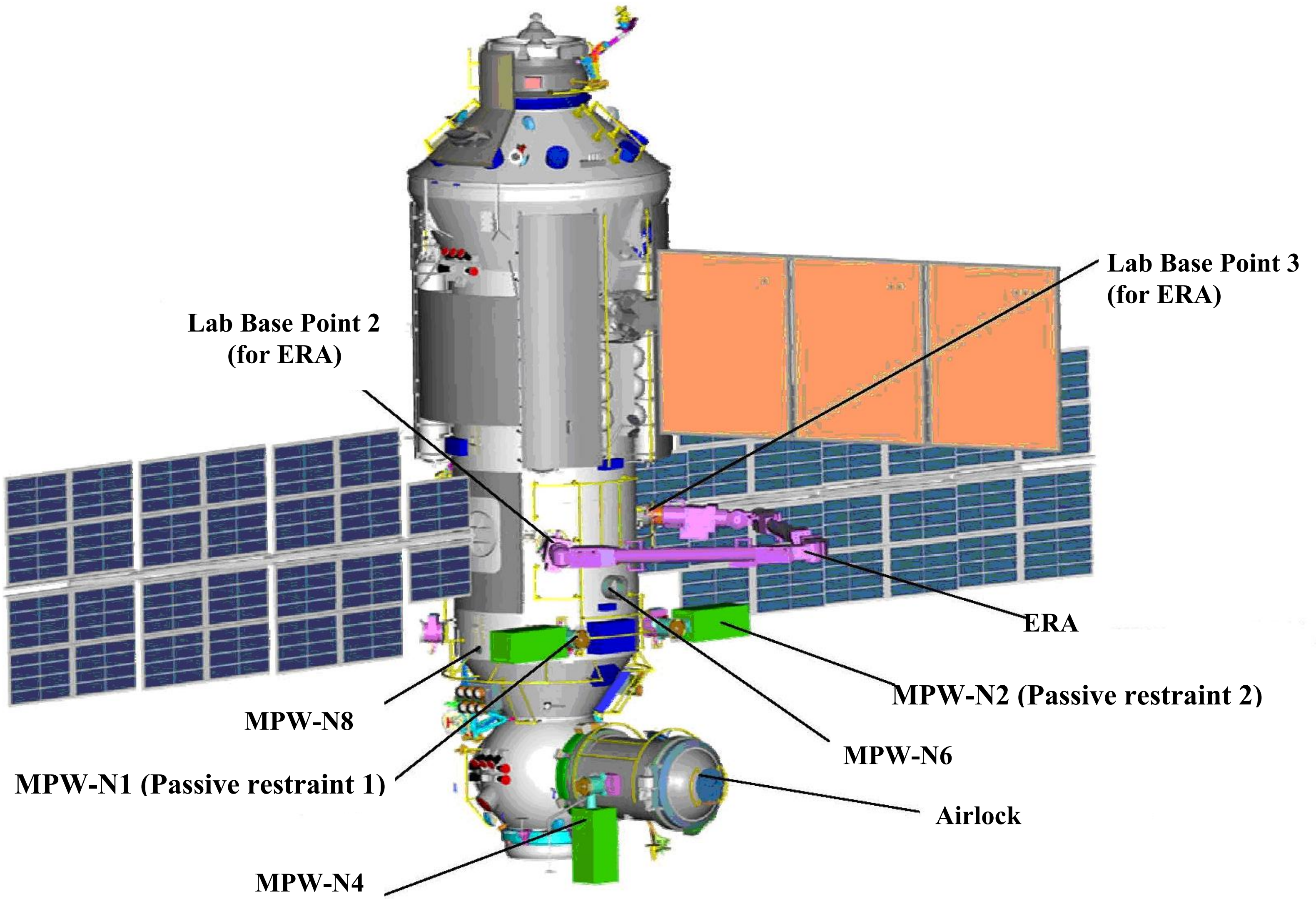


Fig. 4.5.2 – MLM external appearance

For installing scientific equipment outside the MLM pressurized cabin, the following External Multi-Purpose Workstations (EMPWS) are provided:

- EMPWS1, EMPWS2 based on a passive fastener 77КМЛ.810Ю2600-0 located outside the MLM instrumentation and cargo compartment-3 along Plane I. Installation of scientific equipment onto EMPWS1, EMPWS2 is effected by means of payload adapter 77КМЛ.600Ю2200-0;
- EMPWS3 based on a passive fastener 77КМЛ.810Ю2600-0 located outside the MLM instrumentation and cargo compartment-3 between Plane II and III. Installation of scientific equipment onto EMPWS3 is effected by means of payload adapter 77КМЛ.600Ю2200-0;
- EMPWS4 based on a passive fastener 77КМЛ.810Ю2600-0 located outside the airlock. Installation of scientific equipment onto EMPWS4 is effected by means of payload adapter 77КМЛ.600Ю2200-0;
- EMPWS5 based on a passive base point 27КСМ.152Ю7200-0, located outside the MLM instrumentation and cargo compartment-3 along Plane III. Used for installing scientific equipment onto EMPWS5 is a mating device ABP 27КСМ.152Ю7110-0. It is possible to install onto EMPWS5 a multipurpose platform 17КС.600Ю1501А-210 with active adapters 17КС.600Ю1151А-0, allowing simultaneous installation of three payloads. Used for installing scientific equipment onto the platform are passive payload adapters 17КС.600Ю1152А-0;
- EMPWS6 based on a passive base point 27КСМ.152Ю7200-0, located outside the MLM instrumentation and cargo compartment-3 along Plane I. Used for installing scientific equipment onto EMPWS6 is a mating device ABP 27КСМ.152Ю7110-0. It is possible to install onto EMPWS6 a multipurpose platform 17КС.600Ю1501А-210 with active adapters 17КС.600Ю1151А-0, allowing simultaneous installation of three payloads. Used for installing scientific equipment onto the platform are passive payload adapters 17КС.600Ю1152А-0;

- EMPWS7 based on a support 77КМЛ.600Ю1006-100 located outside the MLM pressurized adapter between Plane III and IV. Installation of scientific equipment onto EMPWS7 is effected by means of a base for installing the scientific equipment onto a support 77КМЛ.600Ю1006-200;
- EMPWS8 based on a support 77КМЛ.600Ю1006-100 located outside the MLM instrumentation and cargo compartment 3 along Plane II. Installation of scientific equipment onto EMPWS8 is effected by means of a base for installing the scientific equipment onto a support 77КМЛ.600Ю1006-200;
- EMPWS9 based on a support 77КМЛ.600Ю1006-100 located outside the MLM instrumentation and cargo compartment 3 along Plane IV. Installation of scientific equipment onto EMPWS9 is effected by means of a base for installing the scientific equipment onto a support 77КМЛ.600Ю1006-200;
- EMPWS based on a passive fastener 77КМЛ.820Ю7360-0 located on the in-and-out table of the airlock. Installation of scientific equipment onto EMPWS4 is effected by means of payload adapter 77КМЛ.600Ю2200-0. The in-and-out table of the airlock also provides structural elements for securing payloads when conducting experiments in the extended position of the table.

Sample fields of view of scientific equipment installed on the MLM multipurpose workstation are given in the following figures:
- Fig. 4.5.3 – field of view of scientific equipment installed on the EMPWS1 (axis of sight pointed towards nadir);
- Fig. 4.5.4 – field of view of scientific equipment installed on the EMPWS3 (axis of sight aimed at zenith);
- Fig. 4.5.5 – field of view of scientific equipment installed on the EMPWS3 (axis of sight pointed towards nadir);
- Fig. 4.5.6 – field of view of scientific equipment installed on the EMPWS4 (axis of sight aimed at zenith);
- Fig. 4.5.7 – field of view of scientific equipment installed on the EMPWS5 (axis of sight pointed towards nadir).

- Fig. 4.5.8 – field of view of scientific equipment installed on the EMPWS6 (axis of sight pointed towards nadir);
- Fig. 4.5.9 – field of view of scientific equipment installed on the EMPWS7 (axis of sight aimed at zenith);
- Fig. 4.5.10 – field of view of scientific equipment installed on the EMPWS8 (axis of sight pointed towards nadir);
- Fig. 4.5.11 – field of view of scientific equipment installed on the EMPWS9 (axis of sight pointed towards zenith);

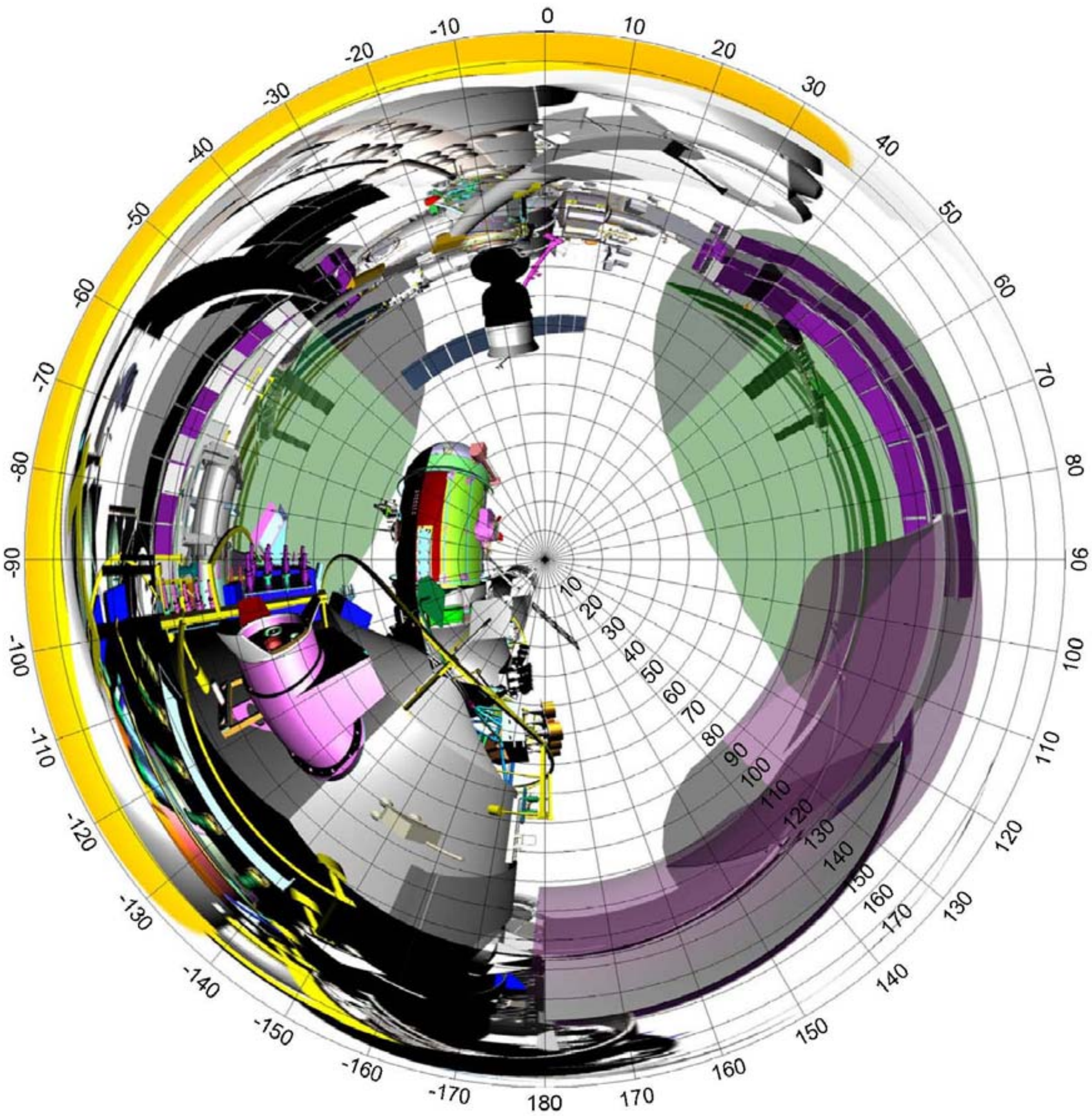


Fig. 4.5.3 – field of view of scientific equipment installed on the EMPWS1 (axis of sight pointed towards nadir)

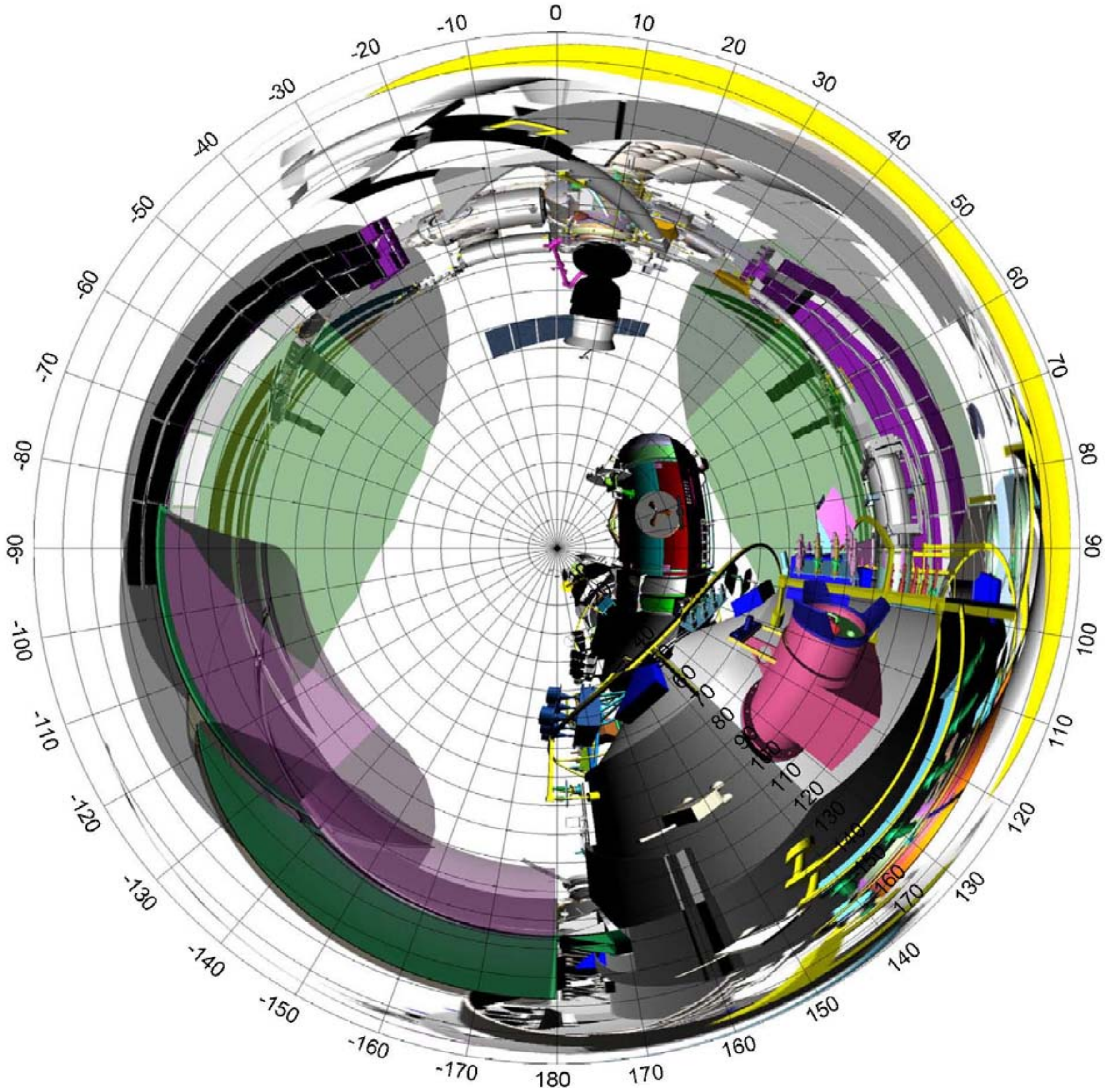


Fig. 4.5.4 – field of view of scientific equipment installed on the EMPWS2 (axis of sight pointed towards nadir)

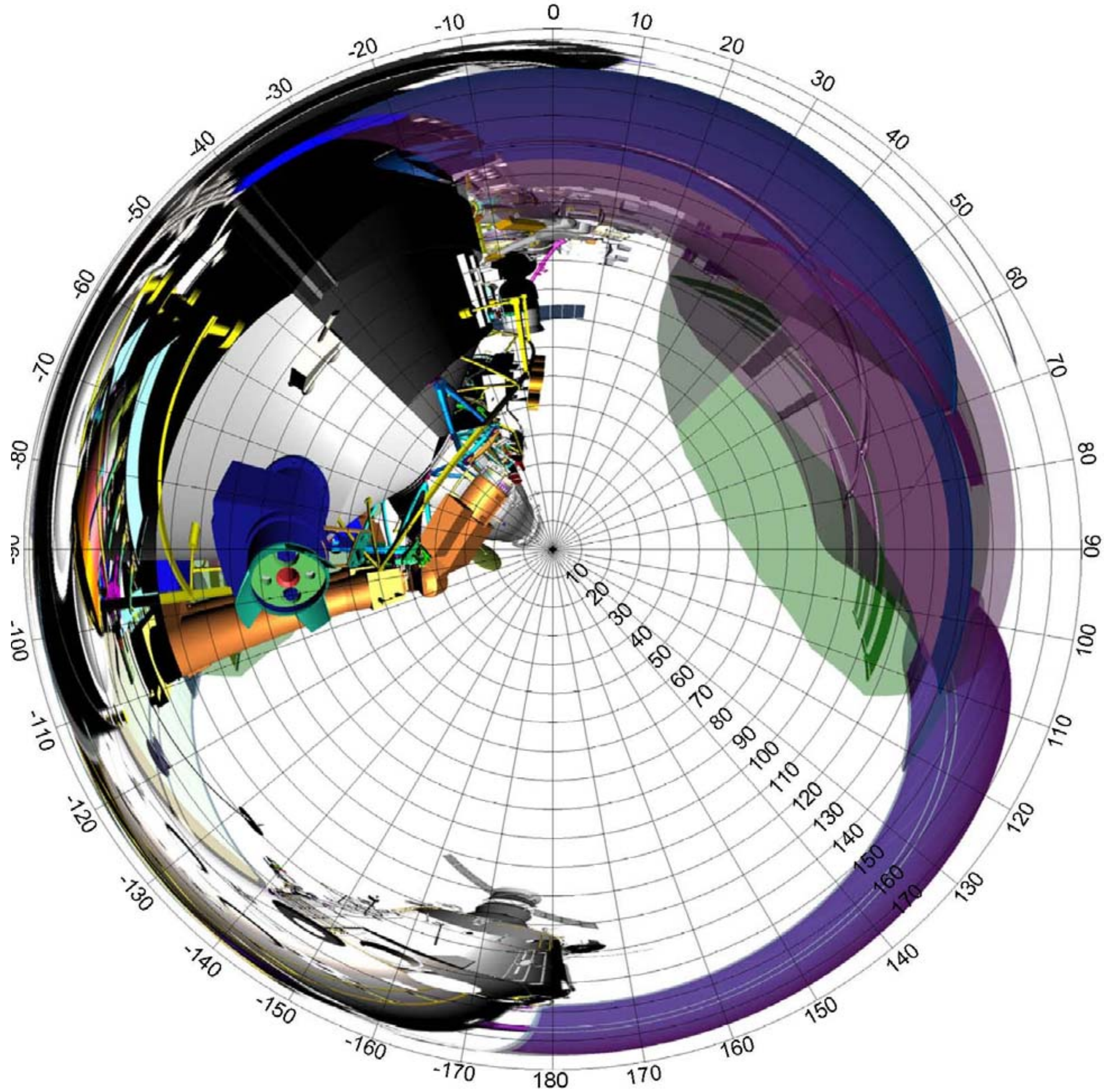


Fig. 4.5.5 – field of view of scientific equipment installed on the EMPWS3 (axis of sight pointed towards nadir)

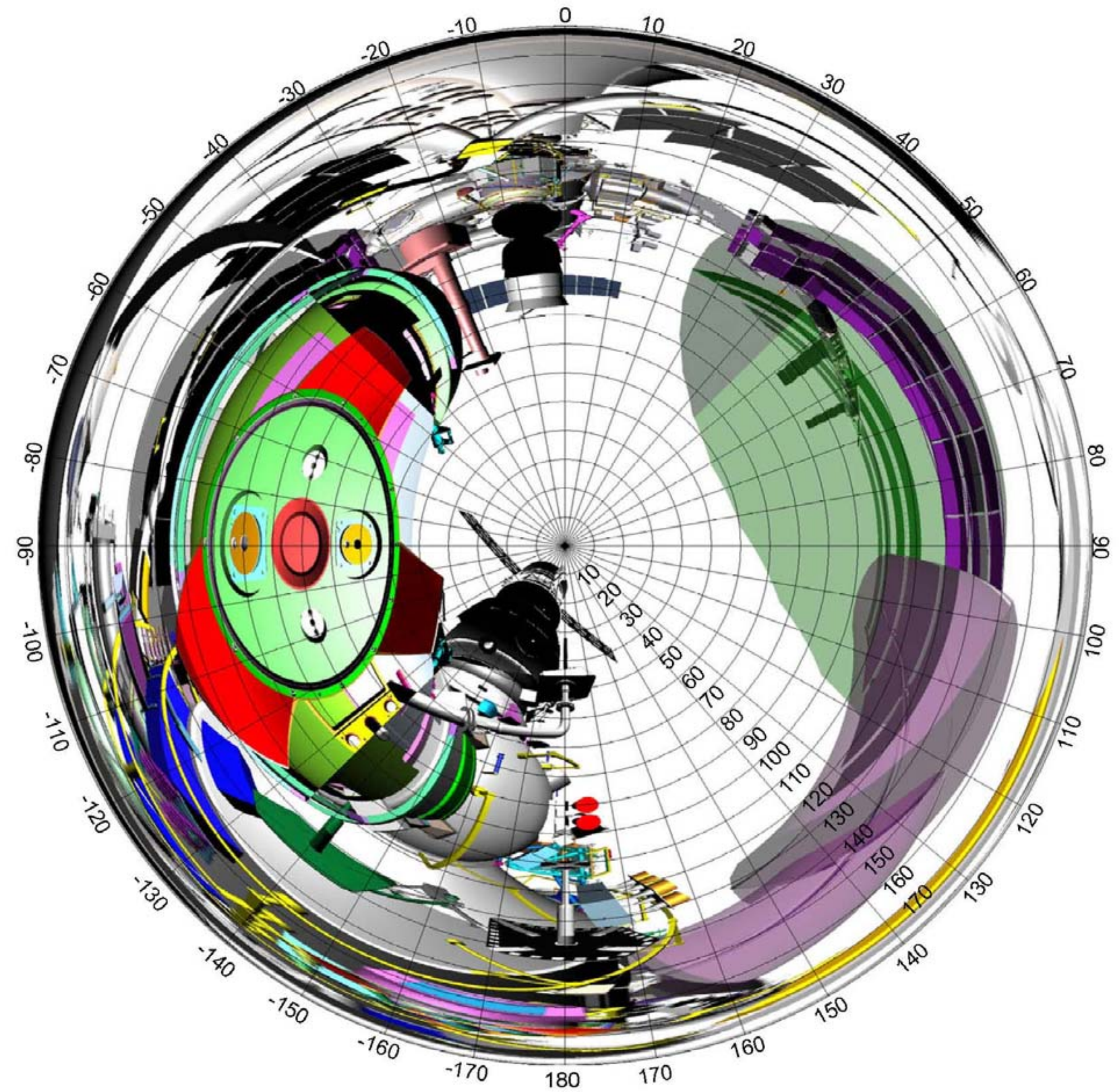


Fig. 4.5.6 – field of view of scientific equipment installed on the EMPWS4 (axis of sight pointed towards nadir)

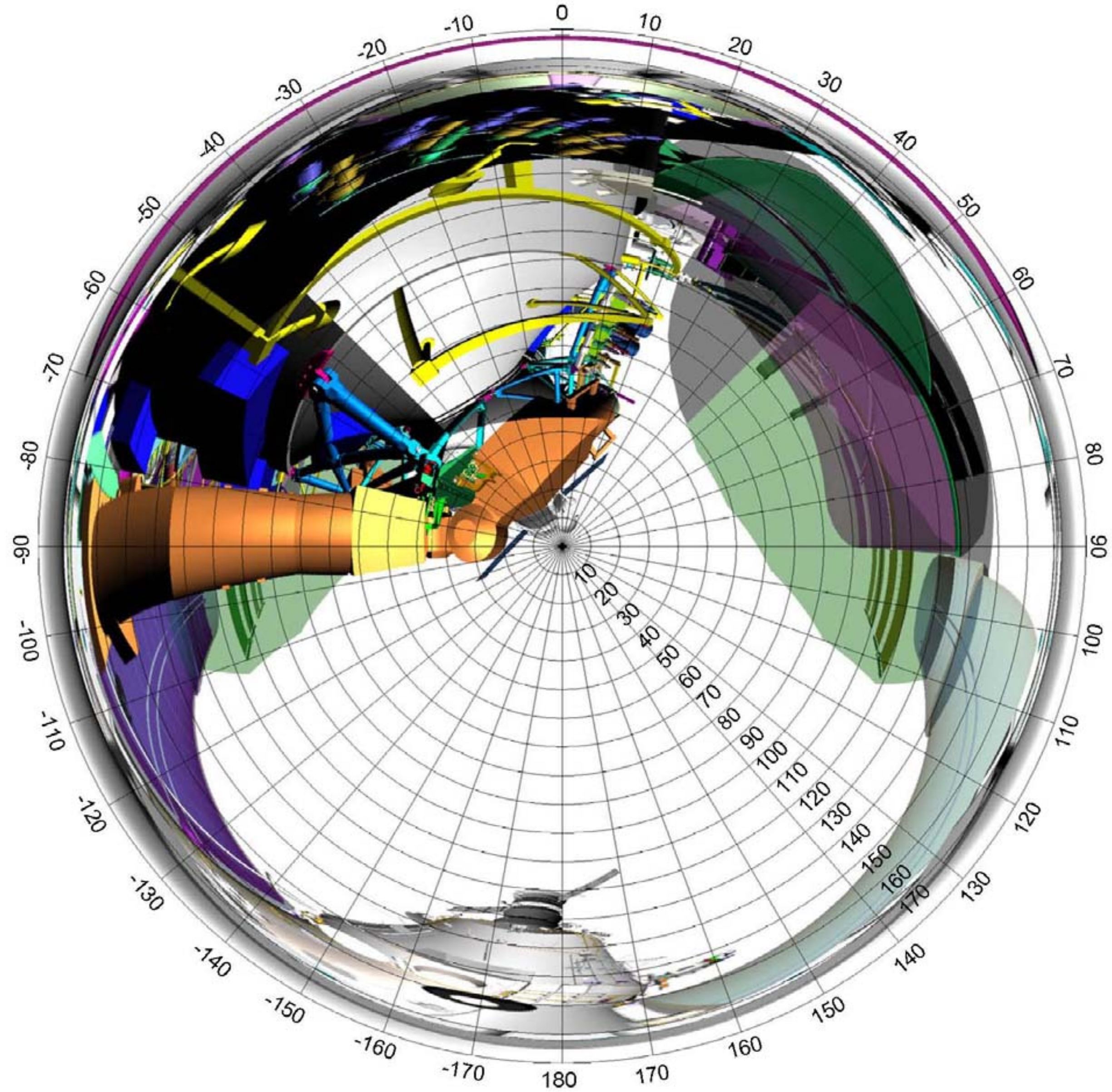


Fig. 4.5.7 – field of view of scientific equipment installed on the EMPWS5 (axis of sight pointed towards nadir)

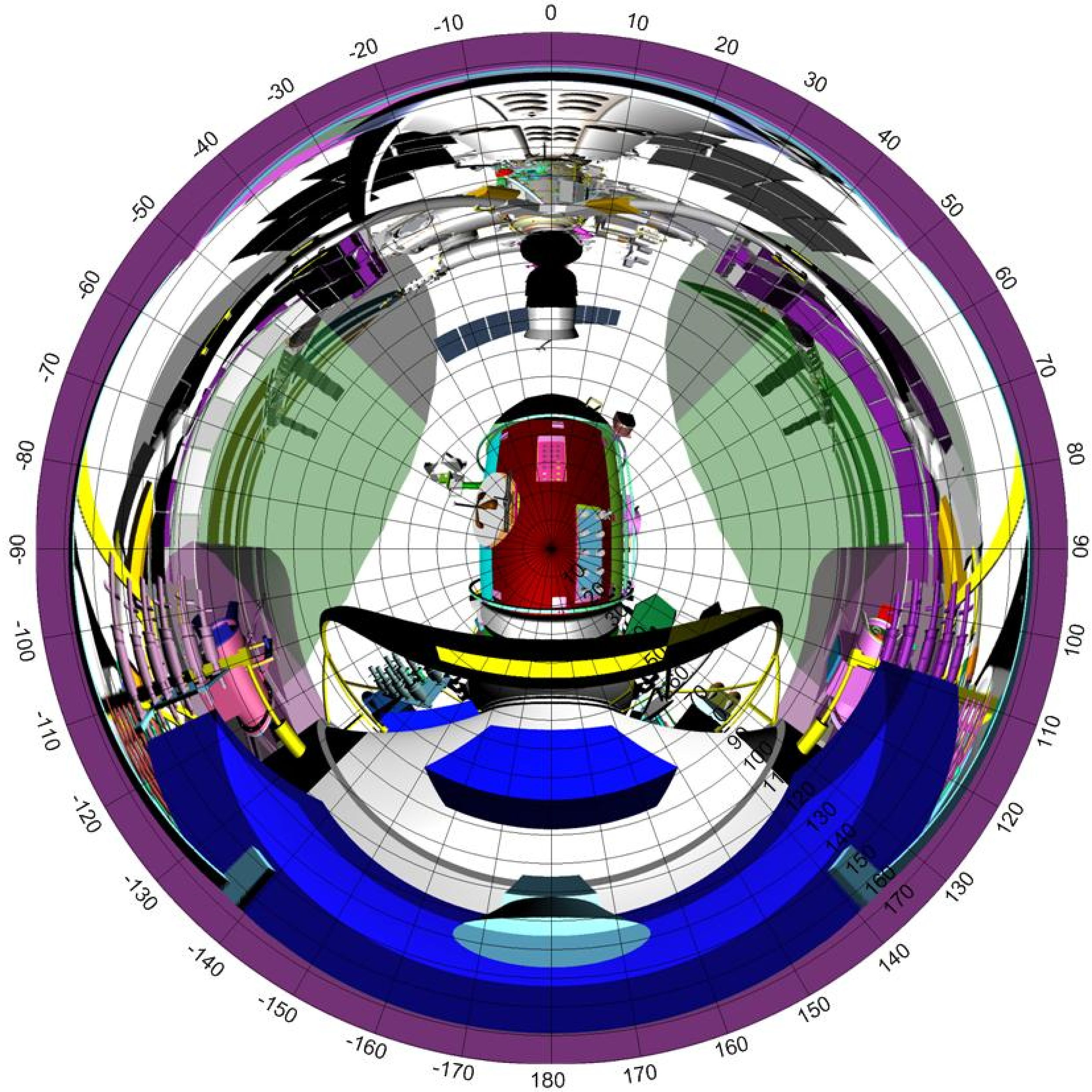


Fig. 4.5.8 – field of view of scientific equipment installed on the EMPWS6 (axis of sight pointed towards nadir)

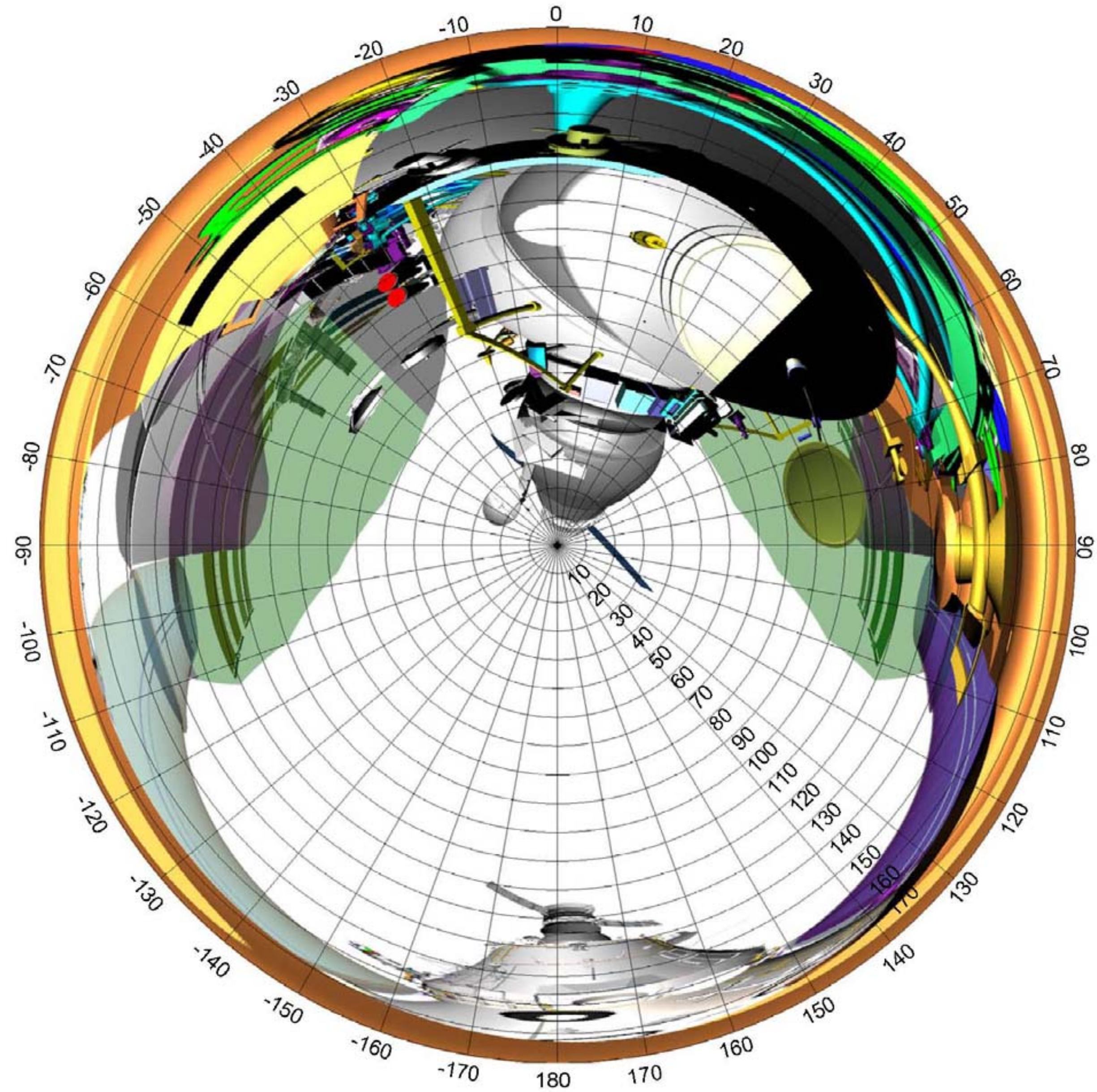


Fig. 4.5.9 – field of view of scientific equipment installed on the EMPWS7 (axis of sight pointed towards nadir)

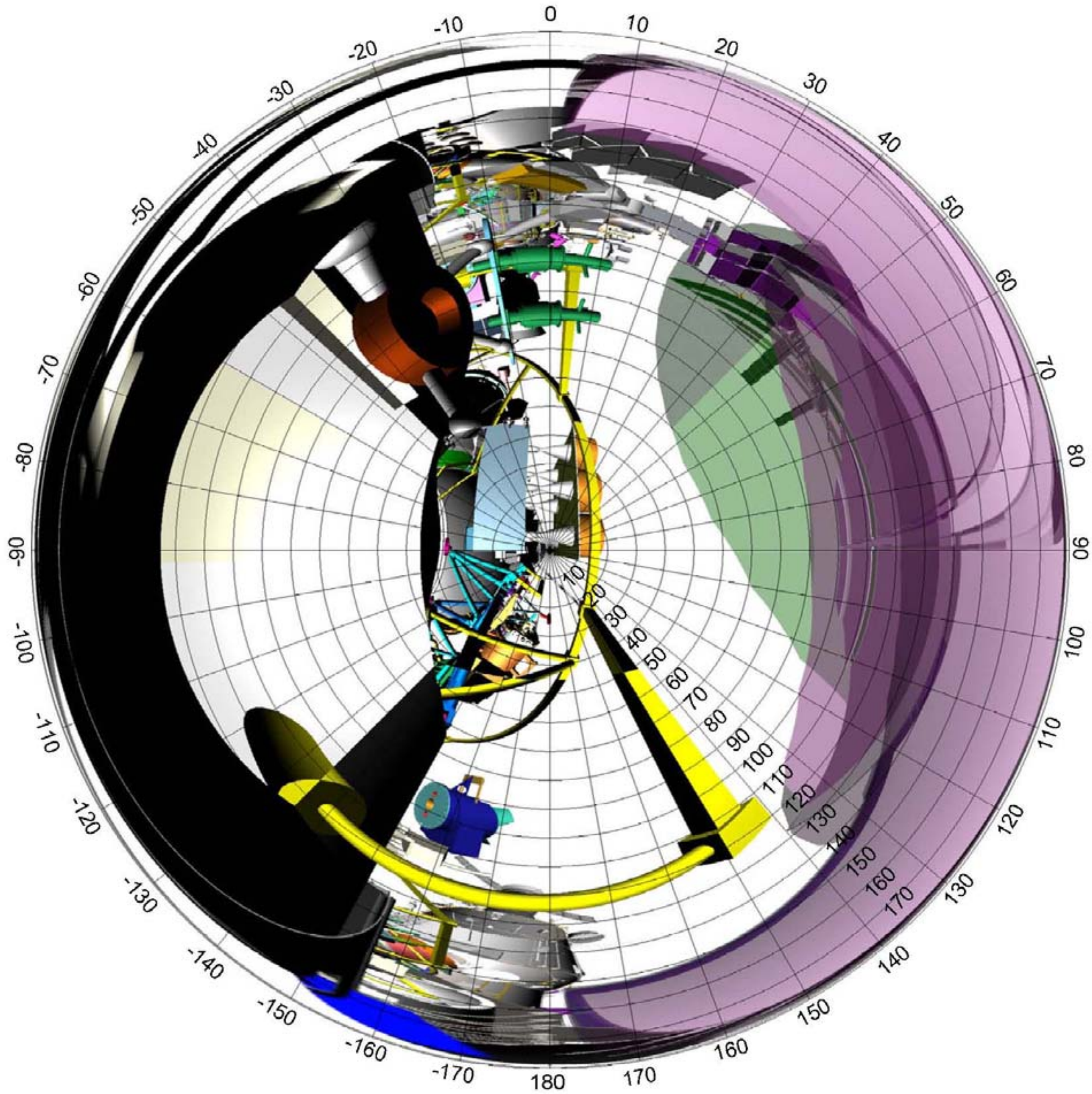


Fig. 4.5.10 – field of view of scientific equipment installed on the EMPWS8 (axis of sight pointed towards nadir)

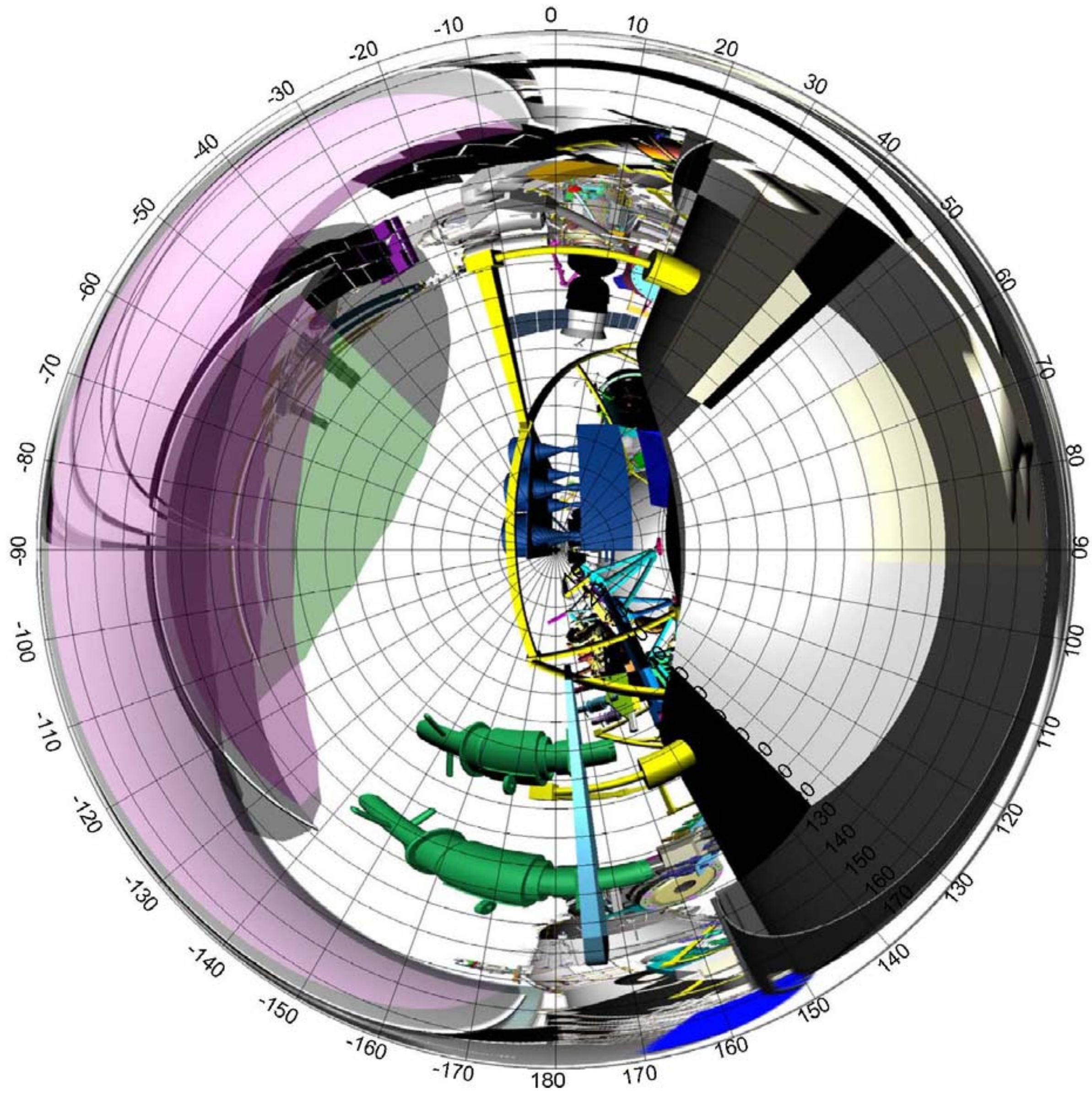


Fig. 4.5.11 – field of view of scientific equipment installed on the EMPWS9 (axis of sight pointed towards nadir)

Automatic airlock is intended for:

- removing payloads from the MLM pressurized adapter and placing them on the outer surface of the space station;
- receiving payloads from ERA robotic arm and moving them into the internal volume of the airlock and on to the MLM pressurized adapter;
- conducting scientific experiments in the internal volume of the airlock;
- conducting scientific experiments outside the airlock on the extended table and at a specially prepared station.

Key specifications of the airlock:

- airlock mass, kg: up to 1050;
- maximum power consumption with a payload, kW: 1.5;
- gas volume, m^3: 2,1;
- maximum payload mass on the payload handling device, kg: 150;
- maximum payload dimensions, mm: 1200x500x500;
- the number of vacuum pumping cycles during flight tests, no less than: 200;
- allowable internal pressure, kg/cm^2: 1.- 3;
- residual pressure after vacuum pumping, mm Hg: $10^{-4;}$

External view of the airlock is shown in Fig. 4.5.3.

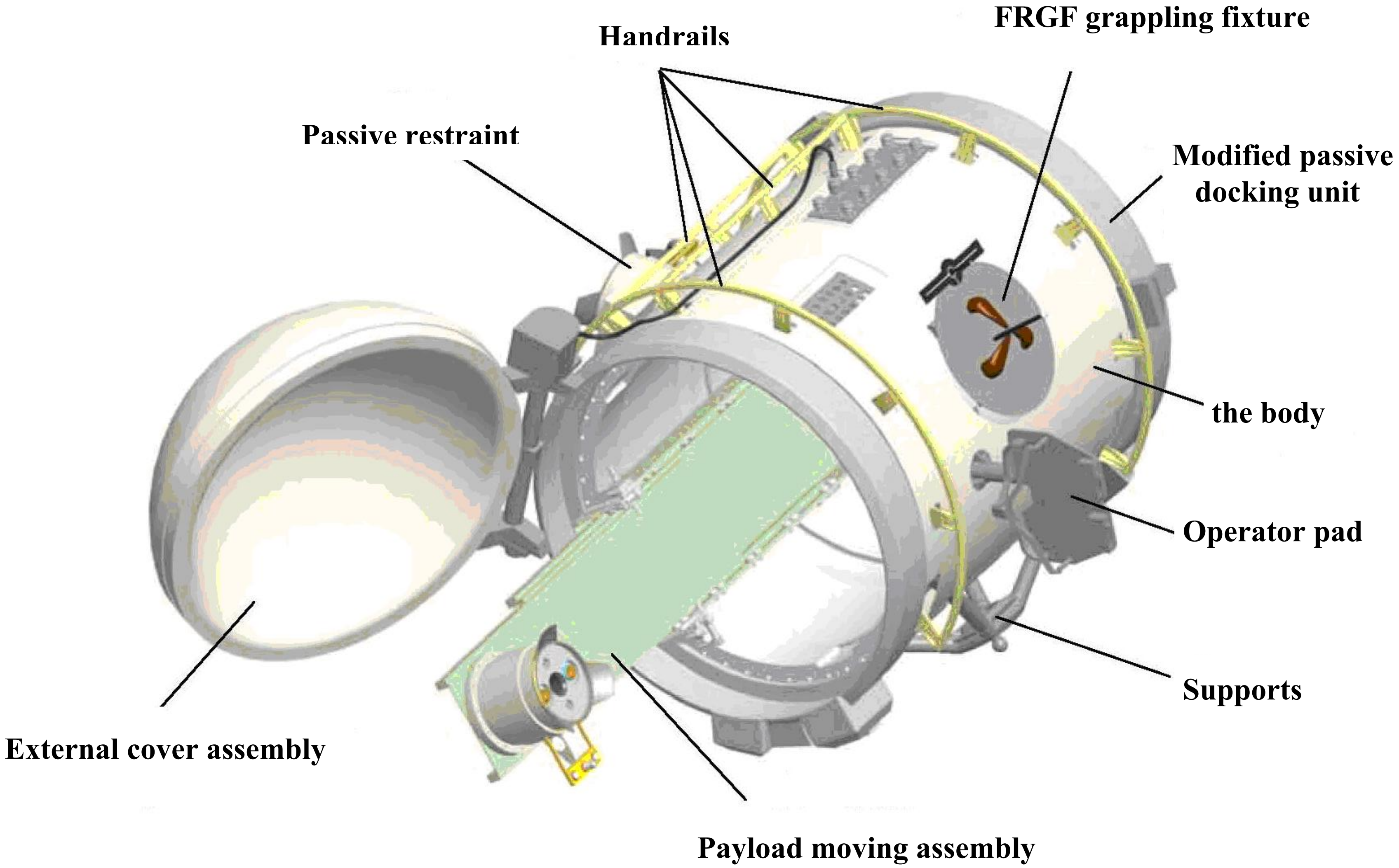


Fig. 4.5.3 – Airlock external appearance

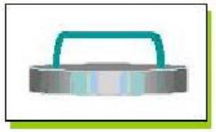
Name	Multipurpose workstations	
	Internal	External
Multipurpose workstations (MPWS), pcs.	**16**	9, taking into account deliverable MPWS - 13
Daily average power consumption, kW	**up to 1.0**	**up to 1.5**
Total volume of the hardware, m^3	**up to 8.0**	
Number of discrete control commands	**150**	
Remotely controlled power feeds, pcs. Manually controlled power feeds, pcs.	49 38 (+14- onboard power outlets)	Provided via external cables
Number of telemetry parameters: - discrete, - analog, - temperature	180 78 65	
Information interfaces	Ethernet, RS-422, RS-485, MILSTD 1553B, RS-232, USB	
Number of television channels	**6**	
RF interfaces, pcs.	2	
Vacuum interface, 10^{-2} mm Hg	2	-

Table 4.5.2 – Characterisitics of external multi-purpose workstation adapters

Passive restraint 77КМЛ810Ю2600-0		
Payload mass, kg:	150	It is used to install SE with ESA robotic arm
Qty, pcs.: (including 2 on the airlocks)	5	

Passive basepoint 27КСМ.152Ю7200-0		
Payload mass, kg:	200	It is used to support installation of SE or MPWS-D Using MPWS-D , the number of workstations for installing SE increases up to six
Qty, pcs.:	2	

Multipurpose workstation - deliverable (analog of 17КС600Ю1501А-0)		
Payload mass, kg:	450	The mass of payload on MPWS-D is to be updated based on load analysis. Using MPWS-D will make it possible to increase the number of workstations for SE installation up to six
Qty, pcs.:	2	



Support 77КМЛ.600Ю1006-0		
Payload mass, kg:	30	It is used for SE installation
Qty, pcs.:	3	

5 Cargo certification

One of the essential conditions for integrating scientific equipment into Russian spacecraft and ISS RS is to certify the scientific equipment.

All the scientific equipment hardware delivered by Russian transportation spacecraft to ISS RS shall be certified for transportation/functioning onboard the spacecraft and use onboard ISS RS, that is, the hardware shall comply with the current requirements levied upon the hardware by the Russian spacecraft and ISS RS.

All the activities on the implementation and verification of compliance with the current requirements for the scientific equipment and on proving its flightworthiness are subdivided into the following groups, which correspond to the step-by-step process of development, verification and certification of the scientific equipment:

a) development of scientific equipment to meet the specified requirements;

b) verification of the scientific equipment to check and confirm that requirements specified for the equipment have been met. Verification includes tests, calculations, analyses, etc. Requirements for hardware are given in paragraph 5.5.;

c) analysis of verification results: verification of equipment characteristics compliance with the specified requirements; evaluation of hardware flight readiness; development and publication of certification documents.

A Russian organization develops scientific equipment in accordance with requirements of HA-99, a foreign organization follows contract requirements for conducting the space experiment.

Scientific equipment certification is conducted in order to verify its following integral properties:

- safety (strength, fire safety, electrical safety, toxicological safety, radiation safety, etc.);

- equipment compatibility with spacecraft and ISS RS systems;

- equipment compliance with requirements in the Specifications.

Depending on the specific kind of equipment, certification is performed as follows:

- safety and compliance with the specified requirements are verified for all types of equipment;

- equipment compatibility with the spacecraft and ISS RS systems are verified for the equipment that has interfaces (mechanical, electrical, software, telemetry) with the spacecraft and operating on-board the spacecraft.

5.1 Documents used in the course of certification

5.1.1 Documents used in certification of scientific equipment are defined in Russian technical standards documents used for the development of rocket and space technology products. Certification documents attesting to certification of an individual piece of equipment are:

- logbook, data sheet, label (hereinafter referred to as logbook) included in the accompanying documents;

- flightworthiness statement;

- safety certificate.

5.1.2 Logbook

The logbook is intended for identifying a piece of equipment, recording its key characteristics, and contains a flightworthiness statement for that particular unit.

The logbook is published for each piece of equipment by its manufacturer (vendor) in accordance with the current requirements for shop-floor documentation. In some particular cases (for example, for certain foreign-made equipment, purchased items), when there is no logbook meeting the established requirements, the organizational unit in charge of that item publishes a document functionally similar to a logbook.

5.1.3 Flightworthiness statement.

Flightworthiness statement is intended as an assertion by the developer (supervisor) company (organizational unit) that the current requirements of the Specification or a document which replaces it (supplement to a contract, etc). The Statement shall attest to the completion of the scheduled developmental testing, to the fulfillment of the current requirements for scientific equipment, and contain a permission to fly the equipment. The Statement is the primary certification document published by the developer based on the results of a series of activities aimed at analyzing, developmental testing and confirmation of the scientific equipment readiness for flight/flight testing per requirements of Russian technical standards.

The Statement is published for the scientific equipment for which a permission to fly is sought for the first time (newly developed or structurally modified equipment), and which is used under the Russian program of scientific and applied research.

The Statement's scope shall cover the flight of scientific equipment inside a particular type of a transportation spacecraft and its use within an ISS RS module.

5.1.4 Safety Certificate

The Certificate attests to the scientific equipment compliance with the current safety requirements. The Certificate is published based on the results of analysis of the equipment safety characteristics and measures taken to prevent hazardous situations. The results of such an analysis are presented in the form of a report (attachment to the certificate), which, together with the certificate constitute a single Safety Data Package (SDP).

The safety certificate is published:

- for scientific equipment of foreign organizations: for the phase of its transportation on a Russian spacecraft and for the phase of its use and storage on-board ISS RS;

- for Russian scientific equipment: for the phase when it is used and stored onboard ISS RS, and the phase when it is transported onboard a foreign spacecraft.

If the scientific equipment is a re-flight item for a particular phase (a certificate was published for an earlier successfully completed flight), safety certificate is not published for that item for that particular phase.

5.2 Scientific equipment tests

5.2.1 Generally, scientific equipment is subjected to the following kinds of tests:

- qualification tests (QT);
- acceptance tests (AT);
- tests at checkout and testing facility within the flight model of the spacecraft/ISS RS module;
- incoming inspection at the processing facility;
- tests at the processing facility within the flight model of the spacecraft/ISS RS module;

All the tests and operations to service and process the scientific equipment at RSC Energia and the processing facility are only conducted per RSC Energia-approved instructions and under supervision of its responsible representatives. The instructions shall contain all the information that is necessary to handle the equipment.

5.2.2 Qualification tests are conducted by the equipment developer on the qualification model of the equipment, which is not intended for operation, but which is built per documentation for the flight model of the equipment.

The prime task of qualification tests is to check the equipment against specification or contract requirements under exposure to environments which are as close to operational environments as possible, and, if need be, under heavier duty test modes.

5.2.3 Acceptance tests are done to check the equipment against the requirements of the documentation approved by RSC Energia. The procedure for conducting acceptance tests is determined by the contract requirements.

5.2.4 Tests at the checkout and testing facility within the flight model of the spacecraft/ISS RS module are conducted in order to check mechanical, electrical and software interfaces between the equipment and the spacecraft/module.

Interfaces with the spacecraft are checked in the course of spacecraft processing at the checkout and testing facility; interfaces with an ISS RS module are checked in the course of joint tests of scientific equipment with the electrical model of the module at the checkout and testing facility.

Tests within the flight model of the spacecraft at checkout and testing facility and at the processing facility are conducted when interfaces are available by agreement with RSC Energia.

5.2.5 Incoming inspection of the equipment at the processing facility is conducted per agreed procedure after its transportation to the processing facility.

Incoming inspection operations include:

- inspection of external appearance and a check for missing items;
- equipment operational integrity check (if need be).

5.2.6 Program of qualification and acceptance tests

Requirements for equipment tests are defined in OCT 92-5100-89 and SSP 50094.

A typical list of tests and verification activities under the programs of qualification tests and acceptance tests of the equipment is given in Table 5.2.1.

For each type of tests a test procedure is developed.

Table 5.2.1

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
1. Check for missing items	Requirements of design documentation for the scientific equipment	–	+	Checks delivery set for missing items and completeness of technical and operational documentation
2. Inspection of the external appearance	Requirements of design documentation for the scientific equipment	–	+	The external appearance of the equipment is checked against outline drawing, and it is checked whether logbooks and certificates are available and completely filled out
3. Dimensions check	Requirements of design documentation for the scientific equipment	–	+	To be checked are: outline dimensions of the hardware, center-to-center distances of mounting holes, mounting holes dimensions
4. Checking mass and position of the center of gravity	Requirements of design documentation for the scientific equipment	–	+	Mass and center of mass position are checked against the developed outline drawings
5. Packing check	Requirements of design documentation for the scientific equipment	–	+	

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
6. Safety review	6.3	–	+	Safety analysis includes safety assessment in general and specialized fields (strength, materials safety, toxicological and radiation safety, etc.), as well as an integrated assessment of the hardware safety,
7 Mechanical loads tests	6.1.3 for spacecraft 6.2.2 for ISS RS			The tests are performed to check the strength of load-bearing elements of the hardware that has a mechanical interface (rigid attachment) with the spacecraft/module, as well as, if need be, to check the functional integrity of the hardware. The tests shall be performed in transportation and working configurations of the hardware under the types of loading which correspond to these configurations (for example, in a bag/package fastened in a way similar to the standard attachment to the spacecraft). If the hardware was tested at levels different from those currently established, the issue of
7.1. Vibration		+	+	
7.2. Shock loads		+	–	
7.3. Linear accelerations		p	–	

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
				extending the applicability of these results needs to be coordinated with RSC Energia.
8 Environmental tests				
8.1. Humidity	6.1.2.3 for spacecraft, 6.2.1.5 for ISS RS	+	–	The accuracy of humidity measurements is to be agreed with RSC Energia
8.2 Temperature when delivered to the processing facility	6.1.2.2	+	-	
8.3 Temperature in flight	6.1.2.2 for spacecraft 6.2.1.4 for ISS RS	+	+	The tests (for thermal stability) are conducted at lower/higher temperature
8.4 Thermal cycle	Requirements of specifications for the scientific equipment	+	–	Subjected to the tests is scientific equipment operating in unpressurized compartments under exposure to cyclically varying temperature

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
8.5 Acoustic noise	6.1.3.3 for spacecraft 6.2.3.3 for ISS RS	+	–	The tests are conducted if the equipment is considered critical with respect to acoustic noise exposure, as well as in the cases where the root-mean-square value of the acoustic pressure on the hardware in the locations where it is installed in the spacecraft/module exceeds 130 dB
8.6 High/low pressure tests	6.1.2.4 for spacecraft 6.2.1.3 for ISS RS	+	-	The tests are conducted in order to check operational integrity of the equipment under exposure to extreme pressure values
8.7 Pressure drop rate tests	6.1.2.4 for spacecraft	+	-	Subjected to the tests is scientific equipment built in the form of a pressurized unit or a vented container used inside the descent vehicle or orbital module of Soyuz spacecraft. Pressure drop rate is 100 mm Hg/s
9 Radiation stability tests	6.1.2.5 for spacecraft 6.2.6 for ISS RS	+	–	The test is run for the kinds of equipment that are radiation exposure critical

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
10 Leakage tests	Requirements of specifications for the scientific equipment	+	+	Subjected to the tests is the equipment that has a pressurized volume (an enclosure, a vessel containing gas, liquid, test tubes with biological samples, etc.). Before and after strength tests the equipment must be tested for leakage. Before filling, the flight unit must be tested for leakage.
11 Thermal vacuum test	6.1.2.2 for spacecraft 6.2.1.4 for ISS RS	+	–	Subjected to tests is the equipment that operates in open space in unpressurized compartments. It is recommended that the tests be combined with thermal stability tests (see paragraph 8.3)
12. A check of electric circuit	Requirements of specifications and design documentation for the scientific equipment	+	+	A check of electrical circuits continuity and isolation.

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
13 Insulation and insulation breakdown tests	6.1.4 for spacecraft, 6.2.4 for ISS RS	+	+	
14. Inrush current test		–	+	
15. Power consumption check		–	+	
16. Functional test	Requirements of specifications for the scientific equipment	+	+	Acceptance tests are performed at nominal supply voltage, while qualification tests are performed at those extreme voltages to which the scientific equipment is most sensitive under given conditions
17. EMC test	6.1.2.5 for spacecraft 6.2.6 for ISS RS	+	–	

Test/verification	Verified requirements (subparagraph # in Section 6)	Test type		Note
		Qual. test	AT	
18. Tests of self-contained power supplies and chargers				All flight units of self-contained power sources, except the ones of the “tablet” type are subject to tests. The tests include: visual inspection, recording physical characteristics, taking measurements of storage voltage and operating voltage, leakage test, cycling (charge/discharge). Tablet-type self-contained power sources are tested within operating equipment. Flight units of chargers are tested under normal operating conditions. Self-contained power sources and chargers that have passed the tests within the equipment are not subjected to tests within this scope.

Notes:

1) Symbols:

- "+" – this test must be conducted;
- "p" – these requirements can be verified through calculation (analysis);
- tests/checks are not conducted

2) It is acceptable, with the agreement of RSC Energia, not to conduct certain types of tests specified in the table. In that case, the equipment compliance with the requirements shall be verified through analysis.

6 Specifications for experimental equipment delivered to ISS

6.1 Specifications for equipment transported in Russian spacecraft Progress and Soyuz

6.1.1 General

These requirements are applicable to all the cargoes delivered to ISS in Progress and Soyuz spacecraft, to all the waste and cargoes removed from the station for disposal inside Progress cargo compartment or Soyuz orbital module, as well as to cargoes returned to Earth inside Soyuz descent vehicle. The document contains requirements for all the phases of transportation and for the spacecraft ground processing phase.

All the transported cargoes shall meet the requirements of the normal operating conditions described in this Section. In off-nominal situations, including depressurization, cargoes shall remain fire-and-explosion safe, nontoxic, leakproof (gases, liquids, biological samples) and preserve its mechanical integrity, meet safety requirements for crew and spacecraft equipment. There are no requirements to assure cargo functioning after an off-nominal situation.

In accordance with the conditions required onboard spacecraft for cargo delivery, all the cargoes are subdivided into:

- active cargoes, which require for their transportation connections to the spacecraft onboard systems (power supply system, thermal control system, telemetry, etc.);
- passive cargoes, which do not require for their transportation any connections to the spacecraft onboard systems.

6.1.2 Environmental conditions

6.1.2.1 Gas medium

Composition of the gas medium inside Cargo Compartment, Descent Vehicle and Orbital Module (in volume percentages) through all the phases of free flight up to the docking with the space station:

- oxygen – 21...40% (at partial pressure of 120...350 mm Hg);

- carbon dioxide – up to 3%;
- hydrogen – up to 2%;
- helium – up to 0.01%;
- nitrogen – the rest.

Gas media composition in Cargo Compartment, Descent Vehicle and Orbital Module after docking with the space station and opening of the transfer hatches is the same as the composition of the atmosphere inside the space station pressurized cabin.

6.1.2.2 Temperature

Phase of the operation	Temperature
In production and storage rooms	+5÷+30°C
Ground transportation	±50°C
Assembly and testing	0÷+40°C
On the launch pad (for cargoes)	0÷+40°C
Orbital flight	
- for cargoes, when the crew is not present	0÷+40°C
- for cargoes, when the crew is present	+18÷+25°C*)
- for cargoes outside pressurized compartments	from minus 150 to +125°C
After spacecraft landing (for cargoes)	±50°C

*) – Temperature is allowed to rise up to +30°C and drop down to +10° for no more than 3 hours a day.

6.1.2.3 Humidity

(at temperature +20°C)

Phase of operation	Relative humidity
In production and storage rooms	20...85%
Transportation	up to 90%
Assembly and testing	20...80%
On the launch pad (for cargoes)	20...85%
Orbital flight (for cargoes, when the crew is not present)	20...80%*)
Orbital flight (for cargoes, when the crew is present)	30...75%
After descent vehicle landing (for cargoes)	up to 98%

*) – A rise up to 90% for as long as 3 hours a day is possible.

6.1.2.4 Pressure

Absolute pressure of the gas medium inside pressurized compartments through all the phases of ground processing is the atmospheric pressure, and through all the mission phases it may vary within 450...970 mm Hg.

The vacuum outside the spacecraft (in the cargo compartment of Progress spacecraft when conducting experiments requiring its depressurization, or when cargoes are located on the outer surface of the spacecraft) is at $10^{-3}...10^{-8}$ mm Hg.

In case of depressurization of the cargo compartment or the descent vehicle of Soyuz, the cargo may stay at a pressure as low as 10^{-6} mm Hg for as long as 10 hours. The maximum pressure drop rate is 100 mm Hg/s.

6.1.2.5 Radiation exposure

Radiation exposure requirements for Progress and Soyuz spacecraft are defined in SSP 50094, Subsection 3.6.

To evaluate exposure to external radiation sources, the following values are assumed to characterize the protection: during Progress missions, for elements inside the compartment located near to the hull – 1 g/cm^2, during Soyuz missions, inside compartments near the hull – 1g/cm^2, and under the couches in the descent vehicle – 3 g/cm^2.

Radiation from the internal source inside the descent vehicle is a flux of gamma-ray photons with energies of up to 9.7 MeV. The dose rate does not exceed 0.1 rad/day at the distance of 0.6 meters from the source (the area under the couches).

6.1.3 Mechanical loads

6.1.3.1 Coordinate systems

Ground transportation:

X_1 axis is parallel to the direction of transportation. Positive direction of the axis is against the transportation direction;

Y_1 axis is perpendicular to X_1 axis. The positive direction of the axis is up;

Z_1 axis is perpendicular to axes X_1, Y_1 and completes the right-handed coordinate system.

Orbital insertion and flight:

X axis is the longitudinal axis of the vehicle. Positive direction is towards maximum loads during ascent (Attachment 2);

Y axis is perpendicular to X axis;

Z axis is perpendicular to axes X, Y and completes the right-handed coordinate system.

The XYZ coordinate system is rotated around X axis by 135° with respect to X_1 Y_1 Z_1 coordinate system.

Descent vehicle reentry and landing:

X axis – The positive direction is towards maximum loads;

Подпись и дата | Инв. № дубл. | Взам. инв. № | Подпись и дата | Инв.№ подл.

Изм	Лист	№ докум.	Подп.	Дата

Y axis is perpendicular to X axis. The positive direction is towards maximum loads;

Z axis is perpendicular to axes X, Y and completes the right-handed coordinate system.

6.1.3.2 Types of mechanical loads

All types of loads can be grouped as follows:

- shock loads of short duration occurring during transportation, launch vehicle and spacecraft engine firings and shutdowns, separation of the spacecraft from the launch vehicle, spacecraft separation during reentry, etc.;
- vibration loads produced by acoustic and mechanical effects during operation of propulsion systems and atmospheric turbulence;
- linear and low-frequency dynamic loads.

Cargoes that are highly susceptible to shock and vibration loads shall be installed on shock absorbers by the developer.

6.1.3.3 Loads

6.1.3.3.1 When the spacecraft is transported within the processing facility

When the spacecraft is transported by rail within the processing facility, the operational loads are:

- $n_x1= \pm1.5$; $n_y1= -1 \pm0.25$; $n_{z1}= \pm 0.2$;

When lifted, carried and installed onto supports:

– in horizontal position:

$n_{x1}= \pm0.1$; $n_{y1}= - 1\pm0.5$; $n_{z1}= \pm0.1$;

– in vertical position:

$n_{x1}= -1.5$; $n_{y1}= \pm0.1$; $n_{z1}= \pm0.1$.

6.1.3.3.2 During ascent to orbit

Operational values for linear loads for cargoes (without taking into account the low-frequency dynamic component) are:

- along X axis – +4.3;

- along Y,Z axes – ±1.5.

Operating values for quasi-static loads (taking into account the low-frequency dynamic component) for payloads secured in transportation position, which do not have (with the effects of transportation fixtures taken into account) any normal modes within the frequency range of up to 30 Hz, or have normal modes in the said frequency range, while having a Q-factor for the cargo-fasteners system of no more than 10, are 7.15 in any of the three mutually perpendicular directions occurring non-simultaneously.

Duration of exposure to linear and quasi-static loads: up to 600 s.

Vibration loads in 3 mutually perpendicular directions in the form of sine vibration are given in Table 6, and, at frequencies above 20 Hz in the form of random vibration, are given in Table 5.

Shock loads are in accordance with Table 1.

Operational acoustic loads on the spacecraft:

- acoustic noise levels (total acoustic pressure) during ascent to orbit are: outside spacecraft – up to 145 dB.

The acoustic noise spectrum inside the payload fairing of the launch vehicle is given in Table 7.

Duration of exposure: 20÷30 s.

- inside cargo compartment and the orbital module – up to 135 dB.

The acoustic noise spectrum is given in Table 8. Qualification levels are presented, duration of exposure is 120 s.

inside descent vehicle – up to 125 dB.

6.1.3.3.3 When Soyuz emergency rescue system (escape tower) operates (off-nominal situation)

Operational values for linear loads:

a) during descent vehicle escape manuever:

n_x=+15, exposure duration is 5 s,

n_x=-8, exposure duration is 2 s,

$n_{z,y}$=± 13, 1 Hz vibration, t=30 s;

b) during ballistic descent of the descent vehicle after launch vehicle failure:

n_x=+27, exposure duration is 9 s,

n_y=+5, exposure duration is 13 s,

n_z=±1, exposure duration is 6 s.

Vibration loads in three mutually perpendicular directions, applied to the escaping part as random vibration per Table 5.

Shock loads are in accordance with Table 4.

Operational acoustic loads on the spacecraft

Acoustic noise levels (total acoustic pressure) during operation of the emergency rescue system (operation time is 4 s) are:

- outside the spacecraft – up to 160 dB;
- inside the orbital module – up to 150 dB;
- inside the descent vehicle – up to 140 dB.

6.1.3.3.4 In orbital flight:

1) operating values for quasi-static loads (taking into account the low-frequency dynamic component) for payloads secured in transportation position, which do not have (with the effects of transportation fixtures taken into account) any normal modes within the frequency range of up to 30 Hz, or have normal modes in the said frequency range, while having a Q-factor for the cargo-fasteners system of no more than 10, are in longitudinal direction: nx=±0.3, in lateral direction: nx=±1.2, in transverse direction: nz=±1.2 (simultaneous exposure) for 12 minutes;

2) vibration loads for all spacecraft compartments in 3 mutually perpendicular directions in the form of sine vibration are given in Table 6.1.3.3.5.3, and, at frequencies above 20 Hz in the form of random vibration, are given in Table 6.1.3.3.5.2;

3) shock loads are given in Table 6.1.3.3.4.2;

4) operational loads for dynamic loads during docking with ISS are given in Table 6.1.3.3.4.3.

Table 6.1.3.3.4.1

	In the X-axis direction		In two other mutually perpendicular directions		Pulse duration, ms
	Load	Number of impacts	Load	Number of impacts	
Descent vehicle, orbital module and cargo compartment	40	2	40	2	1-3

Table 6.1.3.3.4.2

Spacecraft compartments	Loads in the X-axis direction			Loads in two other mutually perpendicular directions		
	Acceleration, (g)	Number of impacts	Pulse duration, (ms)	Acceleration, (g)	Number of impacts	Pulse duration, (ms)
Descent vehicle, orbital module and cargo compartment	40	5	1 - 3	40	5	1 - 3

Table 6.1.3.3.4.3

Loads in the X-axis direction			In two other mutually perpendicular directions		
Load	The number of loading cycles	Cycle duration, (ms)	Load	The number of loading cycles	Cycle duration, (ms)
±0,8	≤10	100÷1000	±1,0±0,2	≤10	100÷1000

6.1.3.3.5 During Soyuz descent and landing

1) operational values for linear accelerations:

a) normal descent of the descent vehicle (nominal conditions)

n_x= 0…+6, $n_{y,z}$= 0±1, duration – 600 s, including

n_x=+6, exposure duration is 20 s;

$n_{y,z}$= ±1, exposure duration is 20 s;

a) ballistic descent of the descent vehicle (off-nominal situation):

n_x= 0…+10, $n_{y,z}$= 0±1 for 600 s, including

n_x= +10, exposure duration is 20 s;

$n_{y,z}$= ±1, exposure duration is 20 s;

Variation of operating values of loads with time is approximated by a sine half-wave with half-period equal to the exposure duration;

c) during parachute system operation:

- during drogue chute operation

  $n= +10$ (in any direction), exposure duration is 10 s;

- during main chute operation

  $n_x= +8$, exposure duration is 15 s;

  $n_{y,z}= \pm 4$, exposure duration is 15 s;

- during re-hooking

  $n= +5$ (in any direction), exposure duration is 5 s;

d) touch-down with failed soft-landing thrusters (off-nominal situation):

at first impact $n_x= +100$ (a deviation of loading direction of ±15° is possible), $n_{y,z}=50$ (direction of loads in transverse plane is arbitrary).

Variation of loads with time is approximated by a sine half-wave with half-period τ=20-30 ms;

2) vibration loads (in three mutually perpendicular directions) on the descent vehicle during reentry in the form of random and sine vibration in accordance with Tables 6.1.3.3.5.2, 6.1.3.3.5.3:

3) shock loads are in accordance with Table 6.1.3.3.5.1.

Table 6.1.3.3.5.1

Spacecraft compartment	Loads in the X-axis direction			Loads in two other mutually perpendicular directions		
	Acceleration, (g)	Number of impacts	Pulse duration, (ms)	Acceleration, (g)	Number of impacts	Pulse duration, (ms)
Descent vehicle (during escape tower operation)	100 40	2 3	1 - 2 3 - 5	100 40	2 3	1 - 2 3 - 5
Descent vehicle during cargo return	40 20	2 7	1 - 3 1 - 3	40 20	2 7	1 - 3 1 - 3

Table 6.1.3.3.5.2

Mission phases	Spacecraft compartment	Frequency subranges, Hz						Exposure duration, s
		20-50	50-100	100-200	200-500	500-1000	1000-2000	
		Vibration acceleration spectral density, g^2/Hz						
Ascent to orbit	Orbital module, cargo compartment	0,02	0,02	0,02-0,05	0,05	0,05-0,025	0,025-0,013	120
	Descent vehicle	0,02	0,02	0,02	0,02	0,02-0,01	0,01-0,005	120
	Orbital module, cargo compartment, descent vehicle	0,02	0,02	0,02	0,02-0,008	0,008-0,004	0,004-0,002	480
Orbital flight	Orbital module, cargo compartment	0,004	0,004	0,004	0,004	0,004	0,004-0,002	600
	Descent vehicle	0,004	0,004	0,004	0,004-0,01	0,01	0,01-0,005	600

Mission phases	Spacecraft compartment	Frequency subranges, Hz						Exposure duration, s
		20-50	50-100	100-200	200-500	500-1000	1000-2000	
		Vibration acceleration spectral density, g^2/Hz						
Descent	Descent vehicle	0,004	0,004	0,004	0,004-0,01	0,01	0,01-0,005	600
Escape tower operation	Descent vehicle	0,08-0,2	0,2-0,4	0,4	0,4-0,16	0,16-0,08	0,08-0,04	10

Loads vary linearly with frequency within a subrange.

Table 6.1.3.3.5.3

For all spacecraft compartments Mission phases	Frequency subrange, Hz					Exposure duration, s
	5-25	25-200	200-800	800-1500	1500-2500	
Vibration acceleration amplitude, g						
Ascent to orbit	1	1 - 3	3 - 5	5 - 8	8	300
Orbital flight	0,5	0,5 - 1	1 - 3	3 - 5	5 - 2	300
Descent	–	0,5 - 1	1 - 3	3	3 - 2	100
Escape tower operation	1 - 2	2 - 10	10 - 15	15 - 10	10 - 5	10

Loads vary linearly with frequency within a subrange.

Table 6.1.3.3.5.4

Center frequency of the octave frequency subrange, Hz							
31,5	63	125	250	500	1000	2000	4000
Maximum root-mean-square level of acoustic pressure, dB							
129	134	138,5	136	135	127	120	118

Table 6.1.3.3.5.5

Center frequency of the octave frequency subrange, Hz							
31,5	63	125	250	500	1000	2000	-
Maximum root-mean-square level of acoustic pressure, dB							
119	119	130	131	129	119	100	-

6.1.3.3.6 Autonomous transportation of equipment and hardware

For autonomous transportation of equipment and hardware by all types of transportation, the recommended accelerated test modes are given in Table 6.1.3.3.6.

Table 6.1.3.3.6

Shock pulse acceleration, g	Transportation vehicle axes			Pulse duration, ms	Total number of impacts	The number of impacts per minute (no more than)
	X_1	Y_1	Z_1			
	Number of impacts					
9	750	2500	1750	5 to 10	5000	120

6.1.3.4 Safety factors

Strength analysis of deliverable cargoes, including their fasteners, is done based on design overloads defined as the product of operating overloads and the safety factor f.

The same safety factors f are also taken into account during qualification tests.

Minimal safety factors are set in accordance with Table 6.1.3.4. When the structure is exposed to a combination of forces for the loads increasing the strength margin, the safety factor is set at f=1. Loads increasing the strength margin are determined during strength analysis.

Table 6.1.3.4

Loads per paragraphs	Value of safety factor f, no less than
6.1.3.3.1	1,5
6.1.3.3.2	1,4
6.1.3.3.3	1,3
6.1.3.3.4	2,0
6.1.3.3.5) a,b,c	1,5
6.1.3.3.5) d	not specified

In the course of strength analysis an additional coefficient K is introduced, which is a multiplier for the safety factor:

- for fasteners (for example: bolts, screws taking into account a pre-torque) К = 1.25;
- for critical fasteners having a complex geometric shape (for example: brackets, fittings), К=1.25;
- when using materials having a high spread in strength properties or a significant anisotropy (for example: engineering plastics), К=1.2;

6.1.3.5. Vibration and acoustic tests

6.1.3.5.1 Vibration and shock qualification tests are conducted at levels that are at least as high as those given in paragraph 6.1.3.

6.1.3.5.2 It is allowed to replace random vibration tests per Table 5 with sine vibration per Table 6.

6.1.3.5.3 Operational acoustic loads applied to the spacecraft during qualification tests are increased by no less than 3 dB, and the exposure duration by no less than a factor of 4, but no less than 120 s).

6.1.3.5.4 G-load qualification tests are conducted taking into account safety factors per paragraph 6.1.3.4.

6.1.3.6 Microgravity

Active cargoes that operate continuously or in the microgravity mode shall meet the requirements for microgravity conditions specified in paragraph 6.2.3

6.1.4 Electrical conditions and requirements for electrical equipment

Electrical conditions and requirements are given for active cargoes which require connection to the spacecraft onboard power system.

Active cargoes are connected to the spacecraft onboard power system via four-pin connectors to outlets rated at 3A (Progress M1), 10A and 20A using a circuit breaker.

6.1.4.1 Onboard power system voltage

The spacecraft onboard power system provides DC power at 27^{+7}_{-4} V.

6.1.4.2 Bonding to protect against static electricity

In order to assure that all the conducting parts of the cargo and the spacecraft have the same electrical potential, all the electrically conductive structural elements need to be bonded, that is, have reliable electrical interconnections with contact resistance of no more than 2.5 mOhm.

6.1.4.3 Insulation resistance

Insulation resistance of electrical circuits in active cargoes shall be no less than 20 MOhm at relative air humidity of 45...80% within the temperature range of +15...+35°C, and no less than 1 MOhm at relative air humidity of 95% and +20°C temperature.

Insulation of primary current-carrying circuits from the device case and between any electrically isolated circuits shall be able to withstand a test voltage of 200 V (effective or DC voltage) for 1 s.

6.1.4.4 Design features

Design of high-voltage elements in active cargoes shall rule out any possibility of corona discharges and short-circuiting at low pressure inside compartments.

All current-carrying elements in active cargoes having non-insulated electric conductors located in the air flow shall be securely protected against contact with small objects using airtight covers.

6.1.4.5 Noise immunity and electromagnetic compatibility

Requirements for electrical and RF equipment to provide noise immunity and electromagnetic compatibility when exposed to inadvertent interference finding its way into the equipment in a typical noise environment are given in paragraph 6.2.4.2..

6.1.5 Cargo labeling requirements

The cargoes to be delivered or removed are to be labeled with onboard data sheets and barcode labels, as well as photographed and filmed on video.

Deliverable cargoes shall have onboard data sheets and barcodes to make them identifiable per requirements of paragraph 6.2.5.

Barcode labeling is done by affixing special labels carrying a barcode duplicated in alphanumeric format. Barcode labels must not cover any existing inscriptions on the cargo.

The locations for onboard data sheets and labels are determined by the developer or a person in charge of the cargo and are specified in its dimensional installation drawing. If the cargo is not subject to barcode labeling, a “barcode is not to be installed” entry shall be made in the dimensional installation drawing.

Photographs of the delivered cargo are taken separately prior to installation on the spacecraft, as well as after its installation on the spacecraft.

Deliverable cargoes are loaded into the spacecraft and checked for labeling per design documentation requirements.

6.1.6 Requirements for cargo mechanical properties

Mechanical properties shall be consistent with the cargo delivery and disposal conditions. The cargo shall be able to go through the spacecraft hatches. The cargoes to be delivered are loaded into Progress spacecraft through the hatch in the docking assembly (inside diameter of 800 mm) and through three loading hatches (inside diameter of 470 mm) in the cargo compartment. Inside diameter of the boarding hatch in the orbital module of Soyuz is 660 mm, the diameter of the manhole hatch in the Soyuz descent vehicle is 620 mm. The dimensions of the cargoes are determined during approval of the dimensional installation drawings for these cargoes.

Cargoes to be delivered can be secured inside Progress and Soyuz by means of:

- flanges and bolts;
- bands and straps;
- putting cargoes inside containers.

Mass, dimensions, inertia properties of the cargoes to be delivered shall conform to the outline drawings approved by the Russian side.

6.1.7 Packing requirements

The packing used in flight shall preserve cargo integrity during transportation and storage within the transportation spacecraft.

The packing material used in flight shall comply with SSP50094 paragraph 4.3.4.

6.2 Specifications for the equipment stored and operated onboard ISS RS

6.2.1 Medical and technical requirements for habitable environment

6.2.1.1 Atmospheric composition

Maximum content of major components in the space station atmosphere in orbit (volume %):

- nitrogen: up to 78 % (no more than 600 mm Hg);
- oxygen: up to 24.8 %
- carbon dioxide: up to 3 %
- methane: up to 0.5 %
- hydrogen: up to 2.0 %
- helium: up to 0.01 %
- water vapor: up to 3 % (up to relative humidity of 90 %).

6.2.1.2. Harmful trace contaminants content

The maximum content of harmful trace contaminants shall comply with Table 6.2.1. Russian standards correspond to zero risk, US standards correspond to acceptable risk (the duration of a period within an expedition to orbit during which acceptable risk standards apply must be additionally defined).

Table 6.2.1 Maximum acceptable content of harmful trace contaminants in the space station atmosphere

Compound [1)]	Russian MAC values [2)] for 360 days in orbit mg/m^3	US SMAC values [3)] for 180 days in orbit mg/m^3
hydrogen	1600	340
methane	3300	380
pentane	10	590 (7 days)
hexane	5	180 (7 days)
heptane	10	200 (7 days)
formaldehyde	0,05	0,05
acetaldehyde	1	4
aliphatic aldehydes (benzaldehyde)	1	4 to 8
propionic aldehyde	0,02	0,03
methyl alcohol	0,2	9
ethyl alcohol	10,0	2000
2-propyl alcohol	1,5	150
1-butyl alcohol	0,8	40
acetone	2	50
2-butanone	0,25	30
benzole	0.2 (180 days)	0,2
toluene	8	60
xylene	5	220
sterol	0,25	43 (7 days)
isopropylbenzol	0,5	49 (7 days)
furan	0,05	0,025

Compound [1]	Russian MAC values [2] for 360 days in orbit mg/m^3	US SMAC values [3] for 180 days in orbit mg/m^3
ammonia	1	7
ethyl acetate	4	-
carbon monoxide	5	10
polymethyl cyclosiloxane	0,2	9-15
dichloromethane	5	10
1,2-dichloroethane	0,5	1
Freon-218	150	85
[1] compounds are grouped into structural classes [2] Russian Maximum Allowable Concentrations (MAC) are stated in the national standard GOST P 50804-95 [3] US Maximum Allowable Concentrations (SMAC) are stated in the document "Maximum Allowable Concentrations for individual contaminants in spacecraft atmosphere" (JSC 20584)		

6.2.1.3. Atmospheric pressure

The total nominal pressure onboard the space station is maintained within 734-770 mm Hg, the minimal pressure is no less than 700 mm Hg.

6.2.1.4. Atmospheric temperature

Atmospheric temperature:

- in the living area - 18-28 ^oC;
- in the instrumentation area - 10-40 ^oC (during manned missions) and 0-40 ^oC during unmanned missions.

Temperature outside pressurized compartments (in open space):

-150 to + 125^oC

6.2.1.5. Humidity.

Relative humidity: 30-70%, up to 95% for short periods of time (up to 3 hours per day). Dew-point temperature: 4.4-15.6 ^oC.

6.2.1.6. Aerosol content.

Aerosol content in the atmosphere: no more than 0.15 mg/m^3 for particles ranging from 0.5 to 300 micron.

6.2.1.7. Medical and technical requirements for microbiological content.

Requirements for the allowable number of microorganisms are given in Table 6.2.2.

Table 6.2.2

Source	Sampling time	Number of bacteria (no more than)	Number of fungi (no more than)
Air (colony-forming units/m^3)	prior to flight	300	50
	in flight	100	100
Internal surface (colony-forming units/m^2)	prior to flight	5,0	0,1
	in flight	100	1,0

There should be present no pathogenic bacteria or fungi.

6.2.2 Mechanical loading conditions

Equipment loading and microgravity conditions and requirements given below apply to the loads occurring during storage and operation of the equipment in orbit within ISS RS. Requirements for other operational phases are defined separately in accordance with the documentation currently in effect. In particular, conditions and requirements for launching with the use of Soyuz transportation spacecraft and

Progress logistics spacecraft, and for returning cargo using Soyuz are given in Section 6.1 of this document.

If the equipment meets the below requirements, it can be stored and operated (as far as mechanical loading conditions go) in any ISS RS module. If need be, mechanical loading modes for a specific piece of equipment can be updated to take into account its specific location on the ISS RS.

6.2.2.1 Loads

6.2.2.1.1 Vibration loading

Vibration modes are specified by means of vibration acceleration amplitudes within the up to 20 Hz frequency range and vibration acceleration spectral density values in the frequency range above 20 Hz. For the up to 20 Hz frequency range the modes are listed in Table 6.2.3. Random vibration modes within the 20-2000 Hz frequency range are given in Table 6.2.4. The modes are specified for three mutually perpendicular directions. Modes listed in Table 6.2.3 and 6.2.4. do not apply to the equipment located inside and outside propulsion compartments of spacecraft, SM and other modules, when propulsion systems located inside these compartments are operating. Mechanical loading modes for such equipment are specified separately in accordance with the documentation currently in effect.

Table 6.2.3 Sine-wave vibration modes

Frequency range, Hz	Vibration acceleration amplitude, g	Time of application in each direction, s
1-5	0,2-0,4	2400
5-10	0,4-0,5	1200
10-20	0,5	1200
Notes: 1. The modes listed in the table correspond to the qualification test levels. 2. Vibration acceleration values vary linearly between frequencies. 3. The time of application of vibration acceleration in frequency subranges is specified in the tests using the method of smooth variation of frequency.		

Table 6.2.4 Random vibration modes

Frequency, Hz							Time of application in each direction, s
20	50	100	200	500	1000	2000	
Vibration acceleration spectral density, g^2/Hz							
0,004	0,004	0,004	0,004	0,004	0,004	0,002	2700
Notes: 1. The modes listed in the table correspond to the qualification test levels. 2. The values for spectral densities between the above frequencies vary linearly with logarithmic scale for frequency and spectral density.							

If need be, the above vibration modes for an individual piece of equipment can be updated to take into account its specific location on the ISS RS.

6.2.2.1.2 Dynamic and cyclic loading of the equipment during in-orbit storage and operation within ISS RS

The structure of the equipment installed inside and outside the ISS RS modules shall be capable of withstanding inertial loads caused by forces acting on the ISS structure (contact forces from dockings and undockings of various spacecraft, forces generated by operation of control system effectors, as well as crew intravehicular and extravehicular activities).

In addition to inertial loads, there are loads generated by forces directly applied by cosmonauts (astronauts).

In addition to the above loads, the equipment installed on the outer surface of the modules is subjected to the following loads:

jet plume impingement loads;

loads produced by a crew tether (when the tether is fastened to the equipment).

Inertial loads for the equipment are given in the form of operational linear and angular accelerations of the center of gravity and about the center of gravity of the equipment in the OXYZ coordinate systems, which are defined as follows:

- SM: X axis of the OXYZ coordinate system is parallel to the X_{RS} axis and is pointed in the same direction. Y axis is perpendicular to the X axis, is parallel to the Y_{RS} axis and is pointed in the same direction. Z axis completes the right-handed coordinate system;

- DC1 (located on the $-Y_{SM}$ docking port): X_{DC1} axis of the $O_{DC1}X_{DC1}Y_{DC1}Z_{DC1}$ coordinate system is parallel to the Y_{RS} axis and is pointed in the opposite direction. Y_{DC1} axis is perpendicular to the X_{DC1} axis, is parallel to the Z_{RS} axis and is pointed in the opposite direction. Z_{DC1} axis completes the right-handed coordinate system;

MRM2 (located on the $+Y_{SM}$ docking port): X_{MRM2} axis of the $O_{MRM2}X_{MRM2}Y_{MRM2}Z_{MRM2}$ coordinate system is parallel to the Y_{RS} axis and is pointed in the same direction. Y_{MRM2} axis is perpendicular to the X_{MRM2} axis, is parallel to the Z_{RS} axis and is pointed in the same direction. Z_{MRM2} axis completes the right-handed coordinate system;

MLM: X axis of the OXYZ coordinate system is parallel to the Y_{RS} axis and is pointed in the same direction. Y axis is perpendicular to the X axis, is parallel to the X_{RS} axis and is pointed in the same direction. Z axis completes the right-handed coordinate system.

The following notation is used:

a_X — acceleration in the X axis direction;

a_{YZ} — acceleration in any transverse plane parallel to the OYZ plane;

ε_X — angular acceleration about X axis;

ε_{YZ} — angular acceleration about any transverse axis, which lies in a plane parallel to the OYZ plane and goes through the X axis.

Recommended stiffness of fasteners for installed equipment shall correspond to natural frequencies of no less than 20 Hz.

Operational linear and angular accelerations of the center of gravity and about the center of gravity of the equipment located inside and outside ISS RS modules with rigid attachment at interface points to the ISS RS in 6 degrees of freedom

(that is, having the natural frequency of the attachment ≥20 Hz taking into account the stiffness of the attachment point) are:

a_X = 4.5 m/s²; a_{YZ} = 6.0 m/ s²; ε_X = 0.2 rad/ s²; ε_{YZ} = 0.7 rad/ s².

For the equipment having a natural frequency of the attachment below 20 Hz, operational values of linear and angular accelerations can be as high as the following values:

a_X = 22.0 m/s²; a_{YZ} = 16.0 m/s²; ε_X = 1.3 rad/s²; ε_{YZ} = 7.0 rad/s².

When determining design loads, the safety factor shall be set equal to 2.

If need be, these accelerations can be updated for an individual piece of equipment to take into account its specific attachment stiffness values, dynamic characteristics of the primary structure of the equipment and its location on the ISS RS structure.

The structure of the equipment installed inside ISS RS modules in the crew transfer path, in addition to inertial loads (see paragraph 0.2) in accordance with the requirements of approved document SSP 41163 shall withstand operational loads of 556 N (design value of 778 N) caused by the crew knocking directly against the equipment.

The force shall be applicable in any direction to any spot on the equipment accessible to the crew.

The structure of the equipment installed on the outer surface of the ISS RS in close proximity to the crew transfer path, in addition to inertial loads (see paragraph 0.2) in accordance with the requirements of approved document SSP 41163 shall withstand operational loads of 50 kgf (490.5 N) caused by the crew inadvertently knocking against the equipment.

The force shall be applicable in any direction to any spot on the equipment accessible to the crew.

In accordance with requirements of the approved document SSP41163, a structure on the equipment which may serve as an attachment point for the hook of a crew tether shall be capable of withstanding the design load of 200 kgf (1962 N)

applied at the tether attachment point and acting in any direction accessible to the crew.

In accordance with requirements of the approved document SSP 41163 the structure of the equipment installed on the ISS RS outer surface (with the exception of solar arrays and radiators), shall be capable of withstanding the folowing local operational pressures generated by the thruster jets:

- normal pressure of 16.7 kgf/m²;
- circumferential pressure of 3.91 kgf/m².

The surface area to which these pressures are applied: up to 0.25 m^2.

When equipment is installed on solar arrays and radiators, the values for operational pressures are to be additionally defined.

Safety factor for operational pressures generated by thruster jets is to be set equal to 2.

Operational number of the equipment loading cycles in the orbital phase of the mission during docking, control system operation, as well as during intra- and extravehicular activities, for evaluating fatigue strength when the equipment operational life is 15 years, is to be set in accordance with Table 6.2.5.

Table 6.2.5 Equipment cyclic loading spectrum

Acceleration level, %	Operational number of acceleration cycles
100—90	100
90—80	200
80—70	700
70—60	800
60—50	950
50—40	1 150
40—30	1 500
30—20	6,49E+6
20—15	1,40E+7

Acceleration level, %	Operational number of acceleration cycles
15—10	3,17E+7
10—2,5	8,05E+7

In this case, the 100-percent loading level is to be assumed to be equal to the maximum loading level specified in paragraph 6.2.2.1.2.

As the equipment operational life increases, the number of loading cycles rises in proportion to the increase in operational life.

6.2.3 Microgravity

6.2.3.1 Microgravity environment in RS modules

In accordance with Basic Requirements for ISS RS 27КСМ.0000-0П31, during ISS microgravity flight modes, which, per specification SSP41163, shall be maintained for 180 days per year in continuous 30-day intervals, RS modules provide the following microgravity environment:

- quasi-static accelerations (frequencies <0.01 Hz) of no more than 4 microg. Quasi-static acceleration in excess of NASA requirements is due to a disadvantageous position of the RS research modules with respect to the ISS center of gravity;
- root-mean-square vibration acceleration levels in 1/3-octave frequency subranges (averaged over time intervals of 100 s) do not exceed the levels shown in Fig.1. Higher levels at frequencies ranging from 0.8 Hz to 5 Hz are due to the operation of solar array actuators and US segment radiators (SARJ, TRRJ), crew exercise on treadmill and stationary bicycle;

maximum amplitudes of transient accelerations caused by individual sources do not exceed 10000 micro-g along each axis.

At frequencies of 10 Hz to 300 Hz requirements are met at distances of no less than 1 meter away from the most powerful sources of disturbance, which include,

in particular, compressors (for example, in air-conditioning systems), electric pumps in the heating and cooling loops, toilet, control moment gyros.

Requirements may be updated for specific equipment locations.

6.2.3.2 Requirements for the equipment to maintain microgravity conditions

In order to comply with microgravity requirements for ISS RS and for ISS as a whole during microgravity modes of the ISS flight (180 days per year in periods stretching for 30 days each) every piece of equipment shall meet the following requirements:

the equipment shall not produce quasi-stationary forces of more than 4 grams acting for long periods of time (exceeding 30 seconds);

the equipment operation shall not cause accelerations with frequencies of up to 10 Hz:

in ISS RS modules, that are in excess of 10% of the levels shown in Fig. 6.2.3.1;

The operation of the equipment shall not cause accelerations with frequencies in the range of 10 Hz to 300 Hz that are in excess of 10% of the levels shown in Fig. 6.2.3.1 at the equipment attachment point;

the operation of the equipment shall not cause non-stationary accelerations with amplitudes exceeding 1000 micro-g at the equipment attachment point.

6.2.3.3 Noise level limit requirements for the equipment

During its operation no piece of equipment shall generate noise in excess of 55 dB at the distance of 1 m from the source.

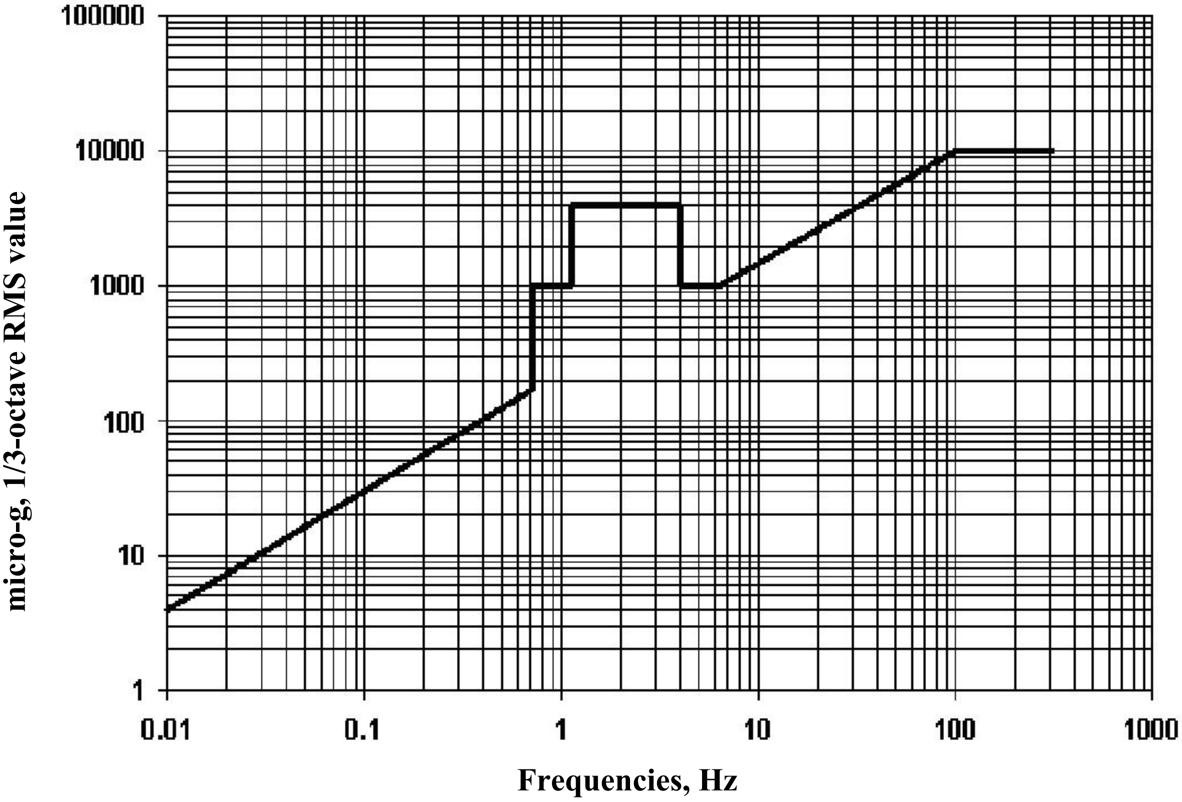


Fig. 6.2.3.1

6.2.4 Electrical requirements

6.2.4.1 Basic requirements

6.2.4.1.1 On-board power supply

Power is supplied to the equipment from a DC power source of the Electrical Power Supply (EPS) system of an ISS module at nominal voltage of 28.5+/-0.5 V across the EPS output terminals.

Steady-state supply voltage at the hardware input lies within the 23-29 V range.

The hardware shall operate normally when exposed to sudden changes in supply voltage by +/-4.5V with a frequency no higher than 1 Hz and duration of no less than 0.1 ms. In that case, the voltage at the hardware input shall remain within the 23-29 V range.

The on-board automatic equipment of the module provides bipolar switching of the primary power supplied to the hardware, as well as protection of power lines against possible overcurrent loads and short-circuits in the cabling and hardware.

To assure an optimal selection of elements for power switching, overload protection, and of power cabling parameters, the following inputs from the users are needed:

the number of power feeders and their purpose;

timeline for applying and removing power in each feeder under nominal and off-nominal situations;

characteristics of each power feeder, including:

the nature of the load (resistive, inductive, capacitive);

power consumption (watt, ampere) timelines for the equipment under all operational modes, taking into account possible input voltage variations within specified limits;

parameters of possible inrush currents in transient modes, including inrush current amplitudes and their durations.

Acceptable values for inrush currents and their durations are additionally specified in each individual case and are agreed during development of electrical schematics for the equipment interfaces with the module control system.

In general, inrush currents must not exceed the maximum steady-state operating current multiplied by a factor of five. In that case the duration of the current pulses must not exceed 20 ms when input power voltage varies within 23-29V.

Primary power circuits of the equipment shall have conductive coupling with neither the case of the device, nor with the telemetry circuits.

The equipment must remain operational in case a primary power bus inadvertently comes into contact with the device case.

Loads (devices) having individual protected power feeders must not have any conductive coupling between themselves via the primary power plus buses ("+").

As a rule, each device must be powered via a separate connector. Its type and pin assignment are additionally defined during development of electrical schematic for interfaces between the device and the onboard automatic equipment.

6.2.4.1.2 Electrical insulation resistance.

Resistance of electrical insulation between primary power supply circuits (both positive and negative) and equipment case shall be:

no less than 20 MOhm at relative humidity of (45…80) percent and ambient temperature of (+15…+35) deg.C.

no less than 1 MOhm at relative humidity of 95+/-3 percent and ambient temperature of 20+/-5 deg.C.

Insulation resistance measurements are taken at 30V DC.

6.2.4.1.3. Electric strength of the insulation.

Resistance of insulation between primary power circuits (both positive and negative) and the case of the equipment, as well as between any electrically isolated circuits, shall comply with requirements for electrical insulation resistance after application to these circuits of a 200V test voltage (effective or constant value).

The test voltage shall not exceed allowable test voltages for components used in the equipment.

6.2.4.1.4 Requirements for data interfaces with the ISS RS systems

The equipment, which has data interfaces with the ISS RS systems, shall be safe for the Russian hardware and control systems that are sharing the interfaces.

The equipment to be used onboard RS, shall be classified by the presence of the following interfaces:

- electrophysical interfaces, which determine parameters of interfacing with electrical circuits for data transmissions. Such an interface must be subjected to the following operations:

device connectors shall be mated to the actual on-board cabling to check their wiring;

electrical circuit parameters shall be measured in the actual onboard cabling and evaluated to make sure they lie within tolerances for data transmission lines (MIL STD1553B, ETHERNET, etc.)

performance tests shall be run via connected interfaces per user's manual for the device.

- information and logic interfaces determining protocols for data transmissions in the network to which the new user is connected, and clearly defining its functions.

To be checked are:

logic functions of the device as a user of a data network (controller or slave device);

the impossibility for the user to corrupt formats and data content in an interface unrelated to the user;

correctness of the user response to the set of commands contained in the interface.

- software interfaces between newly-added equipment and the user providing protection of RS systems against off-nominal situation.

To be checked in such an interface (belonging, for example, to a laptop computer) are hardware protection against false and invalid commands and operator's instructions.

The equipment shall be checked in real onboard environment in order to obtain actual measurement results from the flight model of the onboard cabling against the background of active operation mode of the onboard systems over applicable interfaces.

In verifying compliance with data security requirements, a special emphasis should be placed on standard interchangeable components and storage medium containing installation or autorun software (cartridges, hard drives, floppy disks, etc.)

The use of such elements onboard shall be tightly controlled and measures shall be in place to guard against their unauthorized use in the RS equipment.

To be checked is whether the protection is in place against:

unauthorized launch of software and its installation in RS computers;

corruption of basic software of the RS equipment supporting control system operation.

Protective/warning labeling must be made and applied to interchangeable components to limit the list of devices where these could be installed.

6.2.4.2. Electromagnetic compatibility

6.2.4.2.1 Electromagnetic interference generated by scientific equipment

6.2.4.2.1.1 Low-frequency noise

Peak voltage values for low-frequency noise (U_{peak}), generated by equipment in the ±28V power supply circuits of the ISS RS modules shall not exceed the values given in Fig. 6.2.4.2-1.

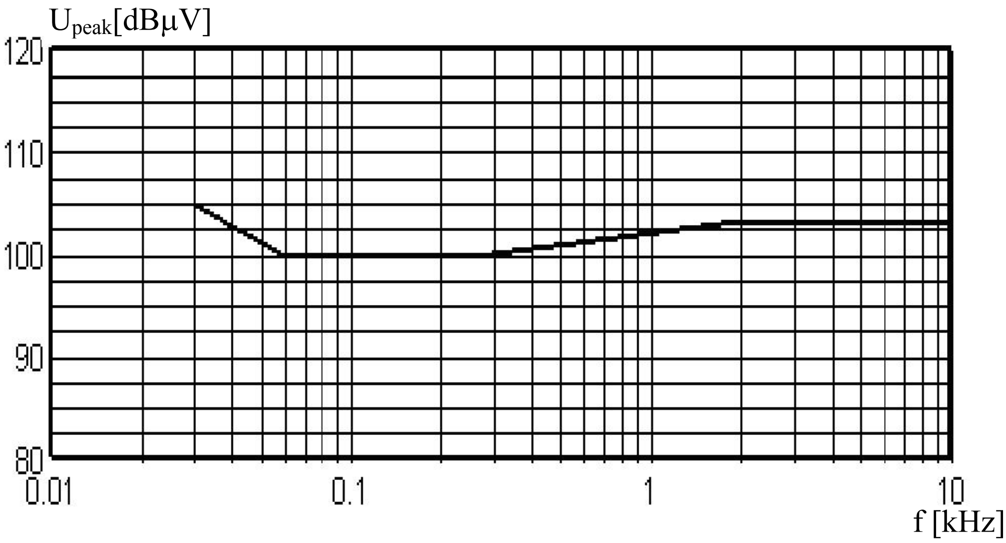


Fig. 6.2.4.2-1 – Low-frequency noise

Where: f is the frequency (kHz)

Measurement band shall be at least:

10 Hz in the range of 30 Hz to 1 kHz;

100 Hz in the range of 1 to 10 kHz.

6.2.4.2.1.2 RF noise

Peak voltage values for RF noise shall not exceed values given in Fig.6.2.4.2-2.

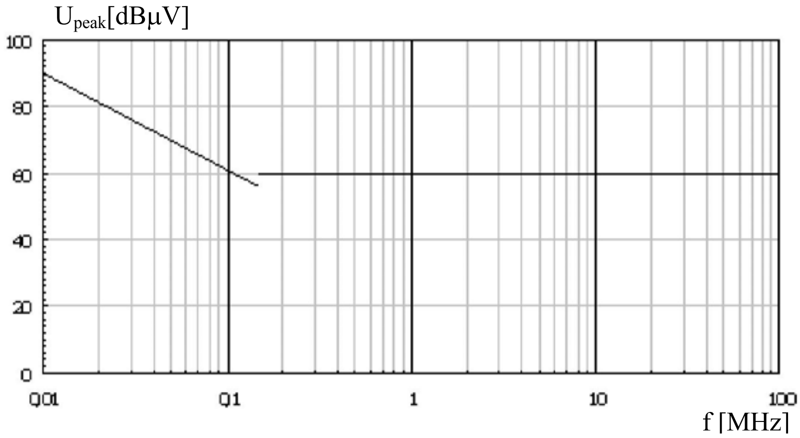


Fig. 6.2.4.2-2 – RF noise

Measurement band shall be at least:

1 kHz in the range of 0.01 to 0.15 MHz.

10 kHz in the range of 0.15 to 30.0 MHz.

100 kHz in the range of 30 to 100 MHz.

6.2.4.2.1.3 Electric field strength of radiated RF noise.

Equipment installed onboard ISS RS shall not generate noise exceeding the limits specified in Fig. 6.2.4.2-3. Above 30 MHz, compliance with the limits shall be assured for both horizontally and vertically polarized waves.

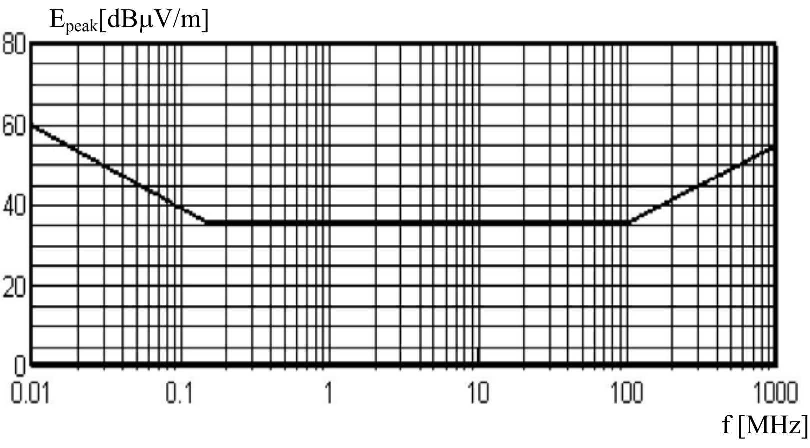


Fig. 6.2.4.2-3 – Electric field strength

Measurement band shall be at least:

1 kHz in the range of 0.01 to 0.15 MHz;

10 kHz in the range of 0.15 to 30.0 MHz;

100 kHz in the range of 30 to 1000 MHz;

1 MHz above 1000 MHz.

These requirements do not apply to RF noise generated by emissions from radio transmitter outputs.

6.2.4.2.2. Immunity of equipment to electromagnetic noise

6.2.4.2.2.1 Low-frequency noise

Peak voltage values for low-frequency noise in the ±28V power supply circuits of the module are given in Fig. 6.2.4.2-4.

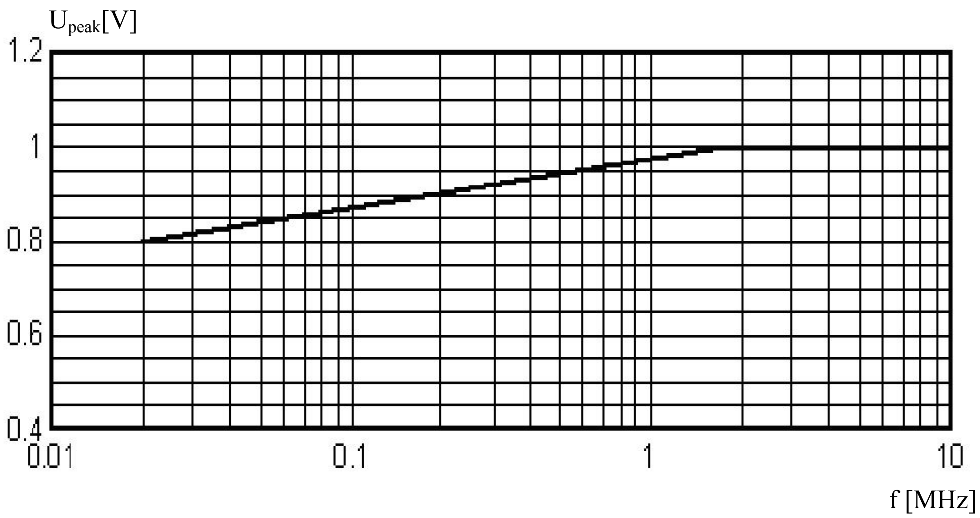


Fig. 6.2.4.2-4 – Low-frequency noise

6.2.4.2.2.2 Industrial RF noise

Peak voltage values for industrial RF noise in the ±28V power supply circuits of the ISS RS modules are given in Fig. 6.2.4.2-5.

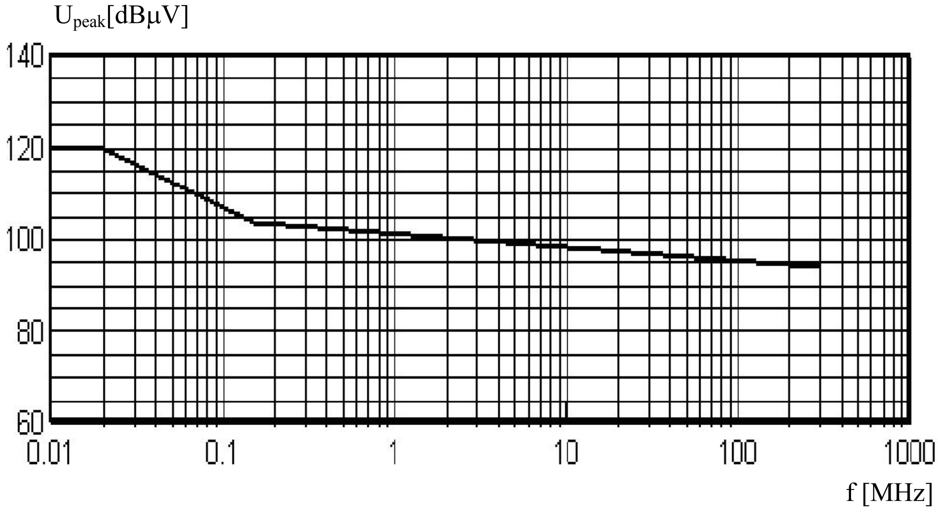


Fig. 6.2.4.2-5 – Industrial RF noise

6.2.4.2.2.3 Pulse noise

The effect of the pulse noise is characterized by the following parameters:

- amplitude and duration of a test pulse are given in Tables 6.2.4.2-1 and 6.2.4.2-2;
- pulse edge durations are no more than 5% of the pulse duration;
- pulse rate is 1 Hz for a period of 1 minute (or for a period of time needed to evaluate performance).

Table 6.2.4.2-1 Characteristics of pulse noise between power buses

Parameter	Value			
Pulse duration, microseconds	50	100	300	500
Pulse amplitude, V	+ 15 – 15	+ 15 – 15	+ 10 – 10	+ 10 – 10

Table 6.2.4.2-2 Characteristics of pulse noise between each of the power buses and the case

Parameter	Value			
Pulse duration, microseconds	50	100	200	300

Pulse amplitude, V	+ 35 – 35	+ 35 – 35	+ 10 – 10	+ 10 – 10

Peak values of electric field strength inside ISS RS modules are given in Fig. 6.2.4.2-6.

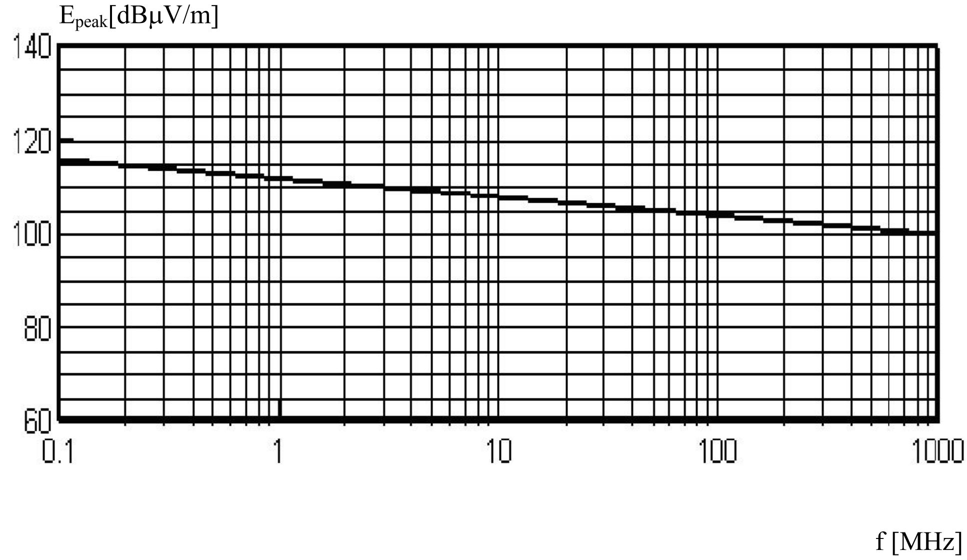


Fig. 6.2.4.2-6 – Electric field strength inside the module

6.2.4.2.2.4 Radiated RF noise outside ISS

Peak values of electric field strength outside ISS RS are given in Fig. 6.2.4.2-7.

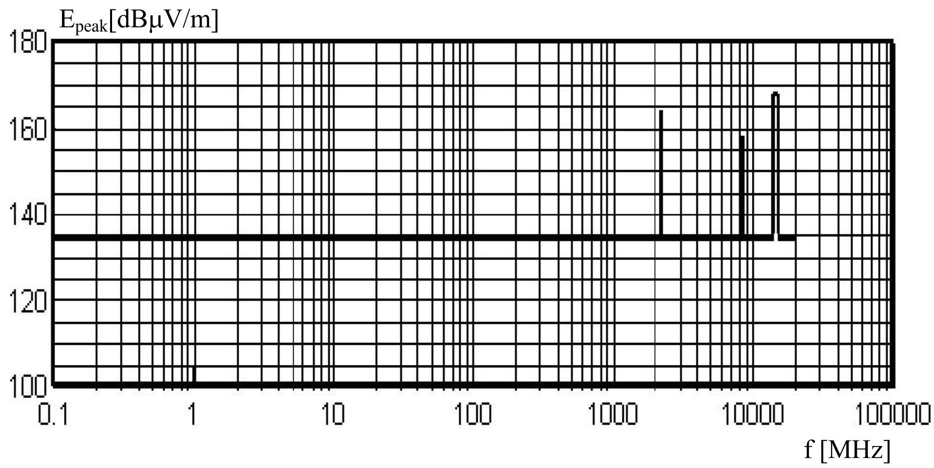


Fig. 6.2.4.2-7 – Electric field strength outside ISS RS

Field strength may vary from 134 dBmicroV/m to the specified value depending on the device location.

The radiated signal is modulated in amplitude with 1 kHz frequency and 50% depth of modulation.

6.2.4.2.3. Requirements for radio receivers, radio transmitters and AFD

Specifications of radio receivers, radio transmitters and antennas meet the requirements of Radio Regulations and recommendations of International Radio Consultative Committee (IRCC).

Specifications of radio receivers, radio transmitters and antennas are checked for compliance with the standards of Radio Regulations using procedures, which meet the requirements of IRCC Recommendations.

6.2.5. Labeling

6.2.5.1. Special labeling for ISS

In addition to the labeling usually used by the equipment developer or vendor, alphanumeric and barcode labels must be applied. Equipment delivered in a package shall have the proper labeling on the package.

6.2.5.1.1 Alphanumeric labeling.

Alphanumeric labeling in two languages, the types and methods of labeling, specifics of using Rusian and English are described in the joint standard SSP 50094 (Section 4.6.7).

6.2.5.1.2 Barcoding.

In order to set up inventory accounting of every piece of equipment and cargo, both delivered to ISS RS, and returned/disposed of from the space station, the ISS Cargo Traffic and Inventory is used. Each item included into block-by-block list and into cargo traffic shall have a description following a pre-defined data set, which is entered into and then stored in the information system ISS Cargo Traffic and Inventory. To automate the inventory keeping processes, barcoding is used; therefore, all the items intended for use onboard ISS shall have barcode labels of one of the sizes with different information content:

- barcode only, also duplicated in numerical format,
- name and barcode, duplicated in numerical format,
- system designation, name and barcode, duplicated in numerical format.

6.2.6. Ionizing radiation

6.2.6.1 Integral energy spectra of electrons and protons in Earth radiation belts at solar maximum are given in Table 6.2.6-1.

Table 6.2.6-1

Electron energy, MeV	Electron stream, $cm^{-2} \cdot day^{-1}$	Proton energy, MeV	Proton stream, $cm^{-2} \cdot day^{-1}$
0,04	1,5E+10	1,00	3,9E+06
0,10	9,1E+09	2,00	2,3E+06
0,30	1,5E+09	3,00	2,0E+06
0,50	4,4E+08	4,50	1,7E+06
1,00	1,2E+08	6,00	1,6E+06
1,50	5,7E+07	10,00	1,4E+06
2,00	2,6E+07	20,00	1,2E+06
3,00	4,8E+06	100,00	5,9E+05
4,00	6,9E+05	300,00	6,9E+04
5,00	6,9E+04	500,00	8,2E+03
5,40	2,2E+04	700,00	3,7E+02
Note – These data are used to evaluate integrity of materials and elements located outside ISS RS, for which radiation hardness parameters are specified in the form of spectral characteristics			

6.2.6.2 Absorbed doses of space electrons and protons for materials and equipment located inside ISS RS per 1 year of flight tests for various values of mass thickness of a spherical shielding under exposure to omnidirectional irradiation (solid angle 4π) are listed in Table 6.2.6-2.

Table 6.2.6-2

Mass thickness, g/cm^2	Absorbed dose, rad/year		
	electrons	protons	total
3,0E-01	2,4E+03	9,3E+01	2,5E+03
5,0E-01	1,1E+03	7,5E+01	1,2E+03
7,0E-01	5,9E+02	6,9E+01	6,5E+02
1,0E+00	2,4E+02	6,2E+01	3,0E+02
2,0E+00	9,0E+00	4,9E+01	5,8E+01
3,0E+00	1,6E+00	4,3E+01	4,4E+01
5,0E+00	1,0E+00	3,4E+01	3,5E+01
1,0E+01	6,2E-01	2,3E+01	2,4E+01

6.2.6.3 Absorbed doses of space electrons and protons for materials and equipment installed outside ISS RS per 1 year of flight tests for various values of mass thickness of a spherical shielding under exposure to unidirectional irradiation (solid angle 2π) are listed in Table 6.2.6-3.

Table 6.2.6-3

Mass thickness, g/cm^2	Absorbed dose, rad/year		
	electrons	protons	total
1,0E-05	4,0E+05	3,1E+04	4,3E+05
1,0E-02	7,3E+04	2,3E+02	7,4E+04
5,0E-02	9,3E+03	7,2E+01	9,4E+03
7,0E-02	5,2E+03	6,1E+01	5,3E+03
1,0E-01	2,8E+03	5,2E+01	2,8E+03
2,0E-01	8,7E+02	3,9E+01	9,1E+02
5,0E-01	1,8E+02	2,8E+01	2,0E+02

6.2.6.4 All radiation doses shall be recalculated for the specified duration of flight tests of instruments and equipment assuming that they are proportional to the duration of flight tests. Dosage safety factor (with respect to the listed data or data

obtained by recalculation for other operation life) for the developed (purchased) equipment shall be no less than 2.

6.2.6.5 In case the hardware is reused guaranteed in-orbit operation time is determined by taking into account the total planned duration of flight tests.

6.2.6.6 Ionizing radiation responsible for soft and hard failures in the ISS RS equipment is characterized by integral spectra of linear energy transfer for heavy charged particles and differential energy spectra for protons.
Table 6.2.6-4 provides integral spectra of linear energy transfer for heavy charged particles.

Table 6.2.6-4

Linear energy transfer MeV·cm^2/mg	Linear energy transfer for the heavy charged particles source		
	Galactic cosmic rays at solar minimum (flux averaged over an orbit), particles/(cm^2·days)	Solar cosmic rays (total flux), particles/cm^2	Solar cosmic rays (peak flux), particles/(cm^2·days)
5,0E-01	7,1E+01	6,7E+04	4,2E+06
7,0E-01	5,5E+01	4,9E+04	2,4E+06
1,0E+00	4,0E+01	3,4E+04	1,3E+06
3,0E+00	1,2E+00	8,4E+03	1,9E+05
5,0E+00	5,1E-01	4,1E+03	7,5E+04
1,0E+01	1,4E-01	1,1E+03	1,5E+04
2,0E+01	2,7E-02	2,0E+02	2,1E+03
3,0E+01	1,7E-05	1,8E+00	1,4E+01
4,0E+01	9,8E-07	1,5E-01	1,7E-01
5,0E+01	4,1E-07	7,7E-02	7,7E-02

Linear energy transfer MeV·cm²/mg	Linear energy transfer for the heavy charged particles source		
	Galactic cosmic rays at solar minimum (flux averaged over an orbit), particles/(cm²·days)	Solar cosmic rays (total flux), particles/cm²	Solar cosmic rays (peak flux), particles/(cm²·days)
7,0E+01	7,5E-08	1,6E-02	1,6E-02
9,0E+01	6,0E-09	1,4E-03	1,4E-03

Table 6.2.6-5 provides differential energy spectra for protons.

Table 6.2.6-5

Energy, MeV	Differential energy spectra for proton sources		
	Earth radiation belts at solar minimum (flux averaged over an orbit), protons/(cm²·day·MeV)	Earth radiation belts at solar minimum (peak flux at SAA), protons/(cm²·days·MeV)	Solar cosmic rays (peak flux), protons/(cm²·day·MeV)
30	2,0E+04	8,2E+05	3,5E+08
50	1,7E+04	1,1E+06	1,4E+08
70	1,4E+04	1,1E+06	6,6E+07
100	1,1E+04	8,4E+05	2,7E+07
140	6,9E+03	5,5E+05	1,1E+07
200	3,2E+03	2,6E+05	3,3E+06
400	3,9E+02	3,5E+04	2,6E+05
600	6,4E+01	4,8E+03	4,4E+04

6.2.7. Requirements for materials

The below requirements apply to all materials listed in the full list of nonmetallic materials. The full list of nonmetallic materials, which are in contact with the pressurized cabin atmosphere, includes:

- structural materials used in fabrication of casings;
- fasteners, circuit boards, covers, sheathes, etc.;
- varnishes, paints, compounds, adhesives;
- insulating materials for wires, cables, harnesses.

The list has the official document status and must be signed by a responsible representative of the international partner.

6.2.7.1. Materials fire safety

Materials shall not be capable of spontaneous ignition.

Materials shall not be capable of maintaining combustion either on their own or when integrated into another product or system.

Fire-prevention measures

- all the circuit boards shall be covered on both sides with silicon or another approved material, if they are not completely enclosed in a metal container and if they are not otherwise accepted by the Russian side;
- all transformers or coils are fully enclosed in a metallic material or an approved potting compound. Exceptions from this rule must be specifically approved by the Russian side;
- all the wires are covered with Teflon, all wires and cables are protected or routed in such a way as to rule out any possibility of wire damage which may cause sparks or short-circuits;
- circuit protection shall be provided in order to avoid possible circuit overheating in off-nominal situations (for example, short circuit, as a result of an abrupt change or a delay);

- insulation of power cables shall be heat resistant; connectors that do not have such protection shall be shielded with housings made of nonflammable materials.

6.2.7.2. Materials toxicity

It is forbidden to use for the hardware structure any toxic or hazardous materials which may release gases detrimental to the crew in concentrations dangerous to the crew.

Materials of the equipment located on the outer surface of ISS shall meet the standards for outgassing in vacuum with respect to loss of mass (no more than 1%) and the amount of condensing substances (no more than 0.1%), determined per GOST P50109-92 or another standard similar to ASTME595.

6.2.7.3 Microbiological stability of the materials

Equipment destruction to a limit posing a threat to health and life is not allowed. Microbial resistance must be specified for each listed material.

Equipment and its container must be disinfected at the launch site, unless otherwise specified by the Russian side.

Usual methods of hardware disinfection include the use of liquid hydrogen peroxide and radiation. This usual processing applies to all external surfaces. This method can be revised if there is any danger of damaging the hardware. Disinfectant resistance shall be specified for each listed material.

6.2.7.4 Aging of materials

An estimate of the equipment susceptibility to ageing shall be made by means of non-metallic materials analysis. Assessed on a regular basis shall be devices intended for multiple use in flight, as well as items and materials, which are used as samples as defined by the Russian side. Periods of time during which the properties of the materials remain preserved shall be specified for each listed material.

6.2.8 Protection against static electricity

6.2.8.1 Protection of electronic equipment against static electricity during its installation and hookup to onboard cables shall be provided by taking the following measures:

- bonding the equipment, that is, providing a secure electrical connection between the cases of the devices and the body of the ISS RS modules;
- removing static electricity from the operator during electronic equipment installation using an antistatic wristband connected to grounding points available in the ISS RS modules.
- removing static electricity from onboard cables during their connection to electronic equipment by using a multipurpose device 17КС.300Ю9052-0.

6.2.8.2 Hardware bonding is provided by means of bonding straps, equipped with which must be casings of the devices to be installed inside pressurized compartments.

The bonding is established by connecting a bonding strap to the device casing and to the body of the pressurized compartment by means of a fastener (a screw), or by mating disconnectable bonding straps.

It is acceptable to bond devices via an electrical interface with the ISS RS onboard systems, where one of the electrical circuits which has galvanic coupling with the pressurized compartment body is assigned to serve as a bonding wire.

6.3 Safety requirements

6.3.1 General requirements

6.3.1.1 General requirements are applicable to SE design and development and are aimed at assuring the required level of SE safety both for the crew and for other hardware on the vehicle.

6.3.1.2 During its operation and storage the SE shall not crate dangerous situations or the risk of such situations occurring shall be minimized.

The dangerous situations, as applied to SE, are classified according to the hazard level as follows:

- Critical Hazard. The hazard which, if it occurs, may result in such damage to the vehicle equipment as does not preclude its further operation, or in a nondisabling injury to the crew, or in the need to use unplanned procedures, which affect the operation of onboard systems of the Russian spacecraft;
- Catastrophic Hazard. The hazard which, if it occurs, may result in the loss of the vehicle or in a disabling or fatal injury to the crew.

6.3.1.3 Development of SE and its utilization operations shall meet the following requirements in order to minimize the risk of occurrence of hazardous situations.

6.3.1.3.1 Tolerance to failures resulting in dangerous situations

SE shall be designed in such a way that:

- no combination of two failures or two operator errors, or one failure and one operator error can result in a catastrophic hazard;
- no single failure or single operator error can result in a critical hazard.

6.3.1.3.2 Design for Minimum Risk

This requirement consists in assuring/selecting the necessary safety factors, scope of developmental and verification tests to assure high strength properties, survivability, resistance to various kinds of loads. Safety factors and scopes of testing are determined by standards depending on the types of equipment and

specifics of its use. Typical examples of the use of the design for minimum risk are selection of safety factors, of safety margins when analyzing the structural strength of the body of sealed pressurized vessels, of load-bearing structural elements.

6.3.1.3.3 Safety taking into account vehicle/ISS services

6.3.1.3.3 Safety without taking into account vehicle/ISS services

SE shall be capable of taking care of its safety by itself without any servicing on the part of the vehicle/ISS even in case of a contingency onboard the vehicle/ISS.

6.3.1.3.3.2 Safe With Vehicle Services

If requirements of safety without servicing (paragraphs 6.3.1.3.3.1 or 6.3.1.3.3.2) are difficult to implement for technical reasons, the requirement of safety with servicing on the part of the vehicle must be met.

In this case the overall safety of the SE together with the vehicle equipment that is being used shall meet the requirements of paragraph 6.3.1.3.1 or 6.3.1.3.2 of this document with respect to hazardous situations.

6.3.1.3.4 Hazardous functions control

6.3.1.3.4.1 A function, which, if inadvertently triggered, may result in a critical hazard, shall have two independent inhibits for the entire time while the likelihood of this hazard exists. In those cases where the loss of function may result in a critical hazard no single failure shall result in the loss of this function.

6.3.1.3.4.2 A function, which, if inadvertently triggered, may result in a catastrophic hazard, shall have at least three independent inhibits for the entire time while the likelihood of this hazard exists. There shall be a capability to monitor the status of at least two of the three required inhibits . In those cases where the loss of function may result in a catastrophic hazard no two failures shall result in the loss of this function.

6.3.1.3.5 Caution and warning devices

In those cases where the occurrence of a hazardous situation requires urgent action on the part of the crew (fire, depressurization, toxic release, etc.), devices shall be used for providing a timely warning to the crew about these hazardous situations and/or for switching off the SE (system hardware).

6.3.1.3.6 Special procedures

Procedures supporting the SE safety shall contain: Safety instructions for equipment handling, procedures to be followed in case of possible SE failures.

6.3.2 Design requirements

6.3.2.1 Materials

Materials used in SE structure, including packaging, shall meet the following safety requirements.

a) Toxicity

The materials in use that are in contact with the spacecraft environment shall not release into the environment any toxic and noxious chemical substances in concentrations constituting a threat to the life of the crew and spacecraft operation.

Care must be taken to avoid the use in the SE hardware of any chemical substances which do not come into direct contact with the environment, but may pose toxicity threat if they leak into the spacecraft atmosphere (for example, may cause crew skin or eye irritation or affect spacecraft equipment). If, nevertheless, they need to be used, requirements of paragraph 6.3.1.3 shall be met in accordance with the hazard level.

b) Fire safety

Materials used under normal operating conditions and in case of cabin depressurization:

shall not become a source of fire or explosion;

shall be heat-resistant and shall not sustain combustion neither by themselves, nor when used within hardware assemblies and systems;

shall not release flammable gases and form combustible or explosive mixtures.

c) Microbiological safety

The materials in use shall not be a source of microbiological contamination of the spacecraft atmosphere and structural elements, and shall not create a propitious environment for microorganism development, and shall be resistant to biodegradation.

d) Operation in vacuum

SE located outside the pressurized cabin of the spacecraft shall be resistant to exposure to heat and vacuum and shall not be a source of contamination of the space around and inside the module under normal environmental conditions.

Non-metallic materials, as well as coatings used for sealing and insulating electrical circuits shall be tested for mass loss and volatile matter content under exposure to heat and vacuum and have mass loss of no more than 1% and volatile matter content of no more than 0.1%.

Thermooptical properties of the surfaces of the SE located outside the pressurized cabin of the vehicle shall not affect the vehicle safety: exceed the allowable thermal conditions, as well as create glare or flood exposure of light-sensitive elements of the vehicle.

6.3.2.2 Structure

6.3.2.2.1 SE structure shall be designed taking into account actual loads and safety factors accepted for the vehicle.

6.3.2.2.2 Materials used for the SE structural elements, including fasteners, shall be reviewed for corrosion cracking under stress (fatigue strength). As far as possible, alloys with high resistance against stress corrosion cracking shall be used.

6.3.2.2.3 SE structure shall be designed for maximum differential pressure occurring during ascent, descent or activities involving emergency depressurization and subsequent re-pressurization of the vehicle/ISS. The vents in the vented compartments shall have such surface areas as to assure structural integrity while providing the maximum rate of change for the pressure.

6.3.2.2.4 Open surfaces on SE shall be smooth and have no burrs.

6.3.2.2.5 The structure of the SE and the packing used in flight shall have no breakable materials or shall preclude fragments of such materials spreading beyond casings or packing of the SE hardware in case of failures both under normal environmental conditions and in case of cabin depressurization.

6.3.2.3 Electrical safety

SE electrical circuits shall be protected against possible overloads and short-circuits (and potential ignition) by correct choice of wire gauge, wire insulation, circuit breakers, etc., etc.

There shall be no electrical contact between the vehicle body and electrical circuits of the SE.

SE hardware shall be designed in such a way as to protect the crew against an inadvertent contact with electrical circuits. In case the SE uses voltages above 30 V, measures shall be taken to protect the crew against electric shock per catastrophic hazard level.

Leak current during contact with the SE being serviced shall not exceed 0.07 mA DC for a normal contact with a human being.

No two electrically conductive surfaces within the reach of a member of the crew shall have a voltage difference exceeding 40 mV at frequencies of 1000 Hz or lower, measured across the resistance of 1000 Ohm.

6.3.2.4 Radiation safety

All the SE elements which produce ionizing radiation shall be identified and their use shall be the subject of a special discussion and agreement with RSC Energia.

6.3.2.5 Living space safety

SE shall not be the source of elements contaminating internal compartments of the vehicle. To assure the cleanliness of the living space inside the compartments,

liquid, loose and paste-like substances shall be contained within a reliable sealed package.

The SE structure shall guarantee that the amount of outgassing will not exceed maximum allowable concentrations, that is, the gas composition will not be disturbed. SE shall not be a source of strong smell.

The acceptable noise level during SE operation shall not exceed 65 dBA at the distance of 1 m.

6.3.2.6 Non-ionizing radiation

The use of SE containing sources of laser radiation, as well as containing permanent magnets, shall be agreed with RSC Energia.

6.3.2.7 In-flight handling safety

6.3.2.7.1 SE shall have interlocks to prevent inadvertent operation or a change in configuration caused by crew actions during handling. For example, locking of switches can be achieved by means of protective covers. If need be, onboard documentation (instructions) for the crew shall be prepared.

6.3.2.7.2 SE external structure and packaging shall have no sharp or protruding elements.

6.3.2.7.3 Touch temperature

Surfaces having temperature of 40 to 45°C, with which the crew may come into an inadvertent contact, shall have appropriate caution plates.

Surfaces with temperatures above 45°C shall have protective devices or insulation to prevent crew contact.

Surfaces with temperatures below 5°C, with which the crew may come into contact shall have protective devices or insulation to prevent such contact, as well as caution plates.

6.3.2.7.4 Spherical radii of outer corners and edges

The SE hardware shall have rounded corners and edges, or means of protecting the corners in accordance with Table 6.3.2.7.4

Table 6.3.2.7.4 Spherical radii of outer corners, planes and edges

Structural elements/fragments	Radius, mm		Note
	Outer	Inner	
Holes, panels, covers (corner radii in the panel plane)	6,4 3,0	3,0 1,5	Preferable Minimal
Open corners	13,0		Minimal
Open edges: (1) thickness of 2.0 mm and more (2) thickness of 0.5 to 2.0 mm (3) thickness of less than 0.5 mm	≥1,0 full radius; Smoothed out or rounded off		Minimal
Small pieces of hardware manipulated by hand wearing a spacesuit glove	1,0		Minimal

Note: Instead of a spherical radius, a chamfer 45^0 by 1.5 mm (minimum) with smoothly beveled edges. The chamfer width shall be selected in accordance with approximate values for spherical radii described above.

6.3.2.7.5 Screws and bolts

Bolts and screws with threaded parts may protrude by 2-3 mm but by no more than 1 turn of the thread, and have means of protection, which do not interfere with installation or removal of the bolt or the screw. Fasteners shall be captive.

6.3.2.7.6 Moving parts

Moving parts (fans, belt-drives, turbine wheels, etc.), which may cause crew injury or damage to SE through inadvertent contact or capture, shall have guard rails or other protective devices.

6.3.2.7.7 Pitch or capture points

Controls, locks and other similar devices shall be designed and positioned in such a manner as to prevent them from pinching parts of the crew spacesuit. If need be, protective covers or enclosures shall be used.

SE hardware located outside habitable compartments, which during its operation may produce a gap of less than 3.5 mm between the hardware and adjacent structures shall be designed in such a manner as to prevent pinching or capture of parts of spacesuit of a crew member performing an EVA.

6.3.2.7.8 SE installation

Internal and external SE located along the crew translation paths and installed in the working areas shall be able to withstand loads caused by crew activities, including EVA.

6.3.2.8 Chemical power sources (batteries and storage batteries, electrochemical cells)

The structure, materials and electrolytes used in the chemical power sources shall meet requirements of paragraphs 6.3.1 and 6.3.2.1 of these requirements.

Chemical power sources and/or devices, which use them, shall have protection against charging/discharging overcurrents, excessive temperature and devices preventing discharges of electrolyte into the atmosphere of the vehicle.

The use of chemical power sources with more than 120 watt-hour capacity or having especially toxic electrolytes (such as theonylchloride lithium) is only allowed upon agreement with RSC Energia

6.4 A typical crew day plan during implementation of the standard mode

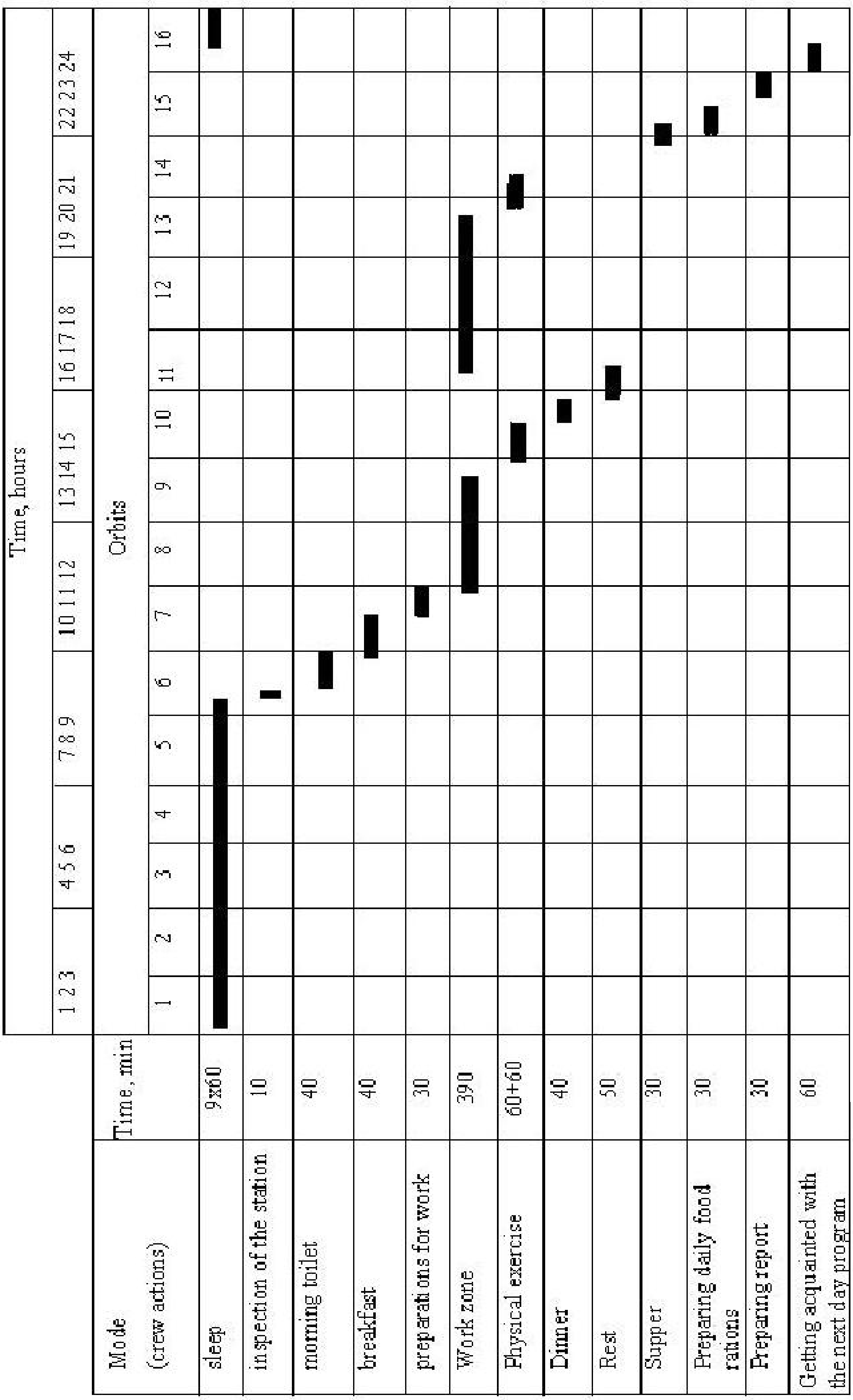


Fig. 6.4 – A typical ISS RS crew day plan

6.5 Acoustic environment in the ISS RS modules

ISS modules are filled with noisy equipment, which operates continuously or for long periods of time throughout the day and constitutes the backbone of the life support systems. Such systems include: ventilation system, air conditioning system, system for filtering harmful contaminants from the air, thermal control system. Immediate sources of continuous noise are such elements of these systems as fans, pumps, compressors, electrical drives for various purposes, mechanically operated controllers, etc.

There are no international standards for noise levels inside habitable compartments of spacecraft. In Russia there is a currently operating standard GOST R 50804-95 Crew Habitable Environment in a Manned Spacecraft. General Medical and Technical Requirements recommendations of which, as applicable to the International Space Station became a constituent part of Russian-US standard Joint NASA/RSA Document On Specifications And Standards For The ISS Russian Segment (SSP 50094) which was put in force in 1996.

Used as the unit for evaluating human exposure to noise usually is the level L_A measured in decibels with scale A correction (dBA) which corrects for non-uniformity in an average human's hearing acuity for sounds with the same level at different frequencies within the audible range. It should be noted that the noise level L_A does not always give a precise characterization of the noise perception and only serves as its approximate criterion.

For missions lasting more than 30 days, SSP 50094 establishes maximum allowable acoustical levels in habitable compartments of the spacecraft and methods of their measurement. According to SSP 50094, noise from continuously operating sources is restricted to the limiting acoustic pressure spectrum (in dB) in octave frequency bands with their geometric average values ranging from 31.5 to 8000 Hz, as well as to integral sound levels (L_A) and equivalent sound levels (L_A,*equ.*), measured on the A scale in dBA. By equivalent noise level (L_A,*equ.*) is meant a value that is equal to the constant noise level (L_A), which has the same energy. With continuously operating noise sources, the acceptable noise pressure

levels in octave frequency bands, acoustic levels and equivalent acoustic levels in habitable compartments of the Russian Segment of the International Space Station established separately for the crew working and sleeping modes are listed in Table 6.5.1.

With the joint operation of the primary (continuous) and additional (intermittent) noise sources, the aim is to make sure that the equivalent noise level for the period of active crew operations (16 hours) does not exceed 60 dBA. And in all the cases where the equivalent sound level exceeds 60 dBA taking into account additional intermittent noise sources, the noise from all these sources shall be limited by operating time parameters of the additional equipment per Table 6.5.2.

Table 6.5.1

Acceptable sound pressure levels in octave frequency bands and equivalent scale-A corrected sound levels for continuous noise in the habitable compartments of manned spacecraft

Mission duration of more than 30 days	Sound pressure levels (dB) in octave frequency bands								Equivalent noise levels and sound levels expressed in dBA
Center frequencies (Hz)	63	125	250	500	1k	2k	4k	8k	
Work (16 hours)	79	70	63	58	55	52	50	49	60*
Sleep (8 hours)	71	61	54	49	45	42	40	38	50*

*) These noise levels are given as rounded values, calculated for octave frequency bands.

Taking into account additional intermittent noise sources, the total level of sound per day measured in dBA, and duration of exposure to it per day shall not exceed acceptable levels given in Table 2, with the equivalent level for the crew active period not exceeding 60 dBA.

Table 6.5.2

Maximum acceptable sound levels
over a 16-hour working period in habitable compartments and in locations where the crew stays for short periods of time during operation of additional noise sources, depending on the time of exposure to them,

Maximum exposure time (hours) over a 16-hour working period	Total acoustic pressure level (dBA)
4	63
2	66
1	69
0.5	72

Acoustic pressure levels in octave frequency bands from additional noisy equipment delivered onboard the manned spacecraft (not covered by requirements of Tables 1 and 2, but included in the payloads/scientific equipment) shall be blow those given in Tables 1 and 2 depending on the duration of their activation. In order to evaluate the effect of the additional equipment, in each specific case an acoustic analysis is conducted of the mission phase, which includes this source and all the other significant sources of noise.

The noise exposure through an entire multi-day mission, which exceeds the levels allowable per sanitary and hygienic standards during crew active duty and even during sleep, along with other adverse spaceflight factors results in higher crew fatigue and loss of hearing acuity. This circumstance, and increasingly

difficult recognition of voice commands and audio warning signals against the noise background also affect flight safety.

6.5.1 Acoustic environment in the SM

SM is designed in such a way as to allow the crew to continuously reside in it, and, in particular, this module has crew quarters (cabins) where crew members can sleep. After a number of measures have been implemented to reduce levels of noise from these noise sources, which included installing various devices (noise suppressors, vibration insulators, sound absorbent mats, vibration damping coatings), at present noise levels in the SM working compartment generated by the continuously operating onboard equipment, according to in-flight acoustic measurement results, are:

- in the central station area — 65 … 67 dBA;
- in the wider part of the working compartment — 64 … 65 dBA;
- in crew cabins (with fully closed doors) — 52 … 55 dBA.

It should be kept in mind that the controlled noise levels shall correspond to a mode where only continuously operating onboard equipment is working in normal operational mode in the absence of noises from intermittent sources and in the absence of any noise generated by crew members. (It should be noted that the noise generated by crew activities is not controlled in any way at all.)

6.5.2 Acoustic environment in DC1

DC1 design allows the crew to stay in it for short periods of time.

Based on the results of ground pre-flight acoustic tests, the noise level in the central part of DC1 was ~70 dBA. There were no plans to implement measures to reduce levels inside DC1.

In-flight acoustic measurements produced lower values:

66 … 68 dBA, which may be due to a change in acoustic properties of the internal volume of the module resulting from the fact that it is partially cluttered up with various objects (especially, soft objects). During ground tests the module was empty.

6.5.3 Acoustic environment in MRM2

MRM2 design allows the crew to stay in it for short periods of time.

MRM2 geometry and configuration of its continuously operating onboard equipment are similar to DC1.

Based on the results of ground pre-flight acoustic tests, the noise level in the central part of MRM2 was ~70 dBA.

6.5.2 Acoustic environment in MRM1

MRM1 design allows the crew to stay in it for short periods of time.

Based on the results of ground pre-flight acoustic tests, the noise level in the central part of MRM1 was, when averaged along the length of the working compartment, ~72 dBA.

6.6 Cargo integration

6.6.1 General

Progress and *Soyuz* spacecraft deliver to the space station “dry” cargoes in pressurized compartments. In addition to this, *Progress* can deliver to the station liquids and gases. If need be, cargoes can be placed outside the pressurized compartment.

Cargoes transported by the vehicles shall meet requirements set fourth in this document.

Documentation shall be drawn up for all the cargoes (including the packing used in flight) to state that the cargoes are allowed to be stored and operated onboard the International Space Station and transported onboard the spacecraft, as well as to certify the flight safety of the cargo. The cargo accompanying documentation and technical manuals must be approved by RSC Energia.

In order for RSC Energia to perform work on integration of the cargo and to study the feasibility of its accommodation onboard the spacecraft, a documentation package is to be submitted, which contains:

6.6.1.1 For all cargoes:

- envelope and installation drawing;
- transportation safety data package;
- accompanying documentation.

6.6.1.2 For active cargoes, additional documentation is provided in accordance with agreements between RSC Energia and the cargo owner on its integration and delivery, including:

- electrical interface, including electrical consumption;
- heat release
- cargo operations timeline;
- special requirements (activation, telemetry, etc.)

Requirements for envelope and installation drawing are given in paragraph 6.7.1.

Requirements for transportation safety data package are given in paragraph 6.7.2.

Requirements for accompanying documentation are given in paragraph 6.7.3.

The cargo owner is responsible for validity of provided data and for cargo compliance with the specified requirements.

Cargo delivery, removal and return are only performed in case of positive results of RSC Energia's studies of cargo compliance with the requirements and feasibility of their accommodation and fastening. The studies are conducted on the basis of the documentation provided by the cargo owner/curator.

6.6.2 Project Management

Cargo integration project management consists of the following steps:

1) reviewing and approving the documentation package on the cargoes manifested for delivery on a specific spacecraft;

active cargoes require matching the interfaces;

2) engineering analysis – development of the configuration for cargo accommodation in the compartment meeting the requirements for mass, centering and inertial properties of the spacecraft and conditions for cargo delivery (fastening, in-flight attitude, etc.), and the conditions stipulating that the equipment in the compartments shall not interfere with the crew operating controls and using life support equipment;

3) physical integration – building up kits, accommodating and securing cargoes in the spacecraft compartment.

6.6.3 Cargo accomodation

6.6.3.1 General

The cargos are arranged within the compartments in such a way as to meet the requirements and constraints of the vehicle and of the cargoes themselves, and this arrangement is covered in the vehicle design documentation.

Cargoes are installed onboard the spacecraft using RSC Energia drawings and design and operational documentation contingent upon availability of certificates

for transportation and operation, and the installation is covered in the onboard documentation for the vehicle.

All the operations to service and process the deliverable cargoes at the processing facility are only conducted subject to availability of proper instructions agreed with RSC Energia and under the supervision of its responsible representatives.

6.6.3.2 Conditions for placing cargoes onboard *Progress* spacecraft

The owner/curator of the cargo shall keep in mind that after the cargo is stowed in the vehicle and until it is unstowed onboard the station, there will be no access to it. The duration of the above period depends on the conditions for stowing and installing cargoes onboard the vehicle.

Deliverable cargoes are stowed in containers designed for them and in free areas within the cargo compartment.

As a rule, cargoes with a mass of 8÷10 kg are stowed in the spacecraft containers (if there are no special transportation requirements), and cargoes with a higher mass are installed in special transportation racks, for which purpose the deliverable unit shall have mounting fixtures.

The need to develop special mounting fixtures and packaging (adapter racks, shock absorbers, thermal insulation, moisture-proofing, etc.) is stipulated when the contract is concluded.

6.6.3.3 Cargo accommodation onboard *Soyuz* spacecraft

Deliverable cargoes are stowed in the areas within the cargo compartment that are set aside for them.

As a rule, cargoes with a mass of up to 5 kg are stowed in the spacecraft containers (if there are no special transportation requirements), and cargoes with a higher mass are installed in special transportation racks, for which purpose the deliverable unit shall have mounting fixtures.

The need to develop special mounting fixtures and packaging (adapter racks, shock absorbers, thermal insulation, moisture-proofing, etc.) is stipulated when the contract is concluded.

The main place for accommodating payloads returning to Earth is the container under the middle seat. In the two-seater version of the spacecraft, returning payloads are also stowed in a special container installed into the right-hand seat.

Returning payloads shall be capable of being loaded through the payload container cover (dimensions 170x470 mm). The decision on the feasibility of returning a cargo to Earth is made based on the results of RSC Energia study.

6.6.4 Deliverable cargo integration timeline

6.6.4.1 Deliverable cargo integration into *Progress* spacecraft

The work to integrate cargoes into *Progress* spacecraft starts 6 months before the scheduled launch of the spacecraft and is based on the cargo delivery Manifest.

6 to 4 months before the spacecraft is launched, cargo outline and installation drawings are submitted to RSC Energia for approval.

Based on the results of the approval process for the cargo outline drawings, the feasibility of delivering cargo onboard the spacecraft is determined, and cargo delivery Manifest is updated (if necessary).

4 months before the spacecraft is launched, final outline and installation drawings of the deliverable cargos are to be submitted to the RSC Energia specialists on the spacecraft.

3 months before the launch, the specialists on the vehicle publish layout drawings for cargo accommodation inside the cargo compartment of the spacecraft, and perform a preliminary engineering analysis of mass, center of gravity, and inertial characteristics of the spacecraft.

Published 1.5 months before the launch of the spacecraft are engineering drawings and documentation on cargo installation, and the results of the analysis of cargo mass, inertial, and center of gravity properties of the spacecraft.

No later than 1 month before the launch, the cargo is to be delivered to the processing facility, where it will then be physically integrated into the vehicle.

Fig. 6.6.1 shows the process of deliverable cargo integration into *Progress* spacecraft.

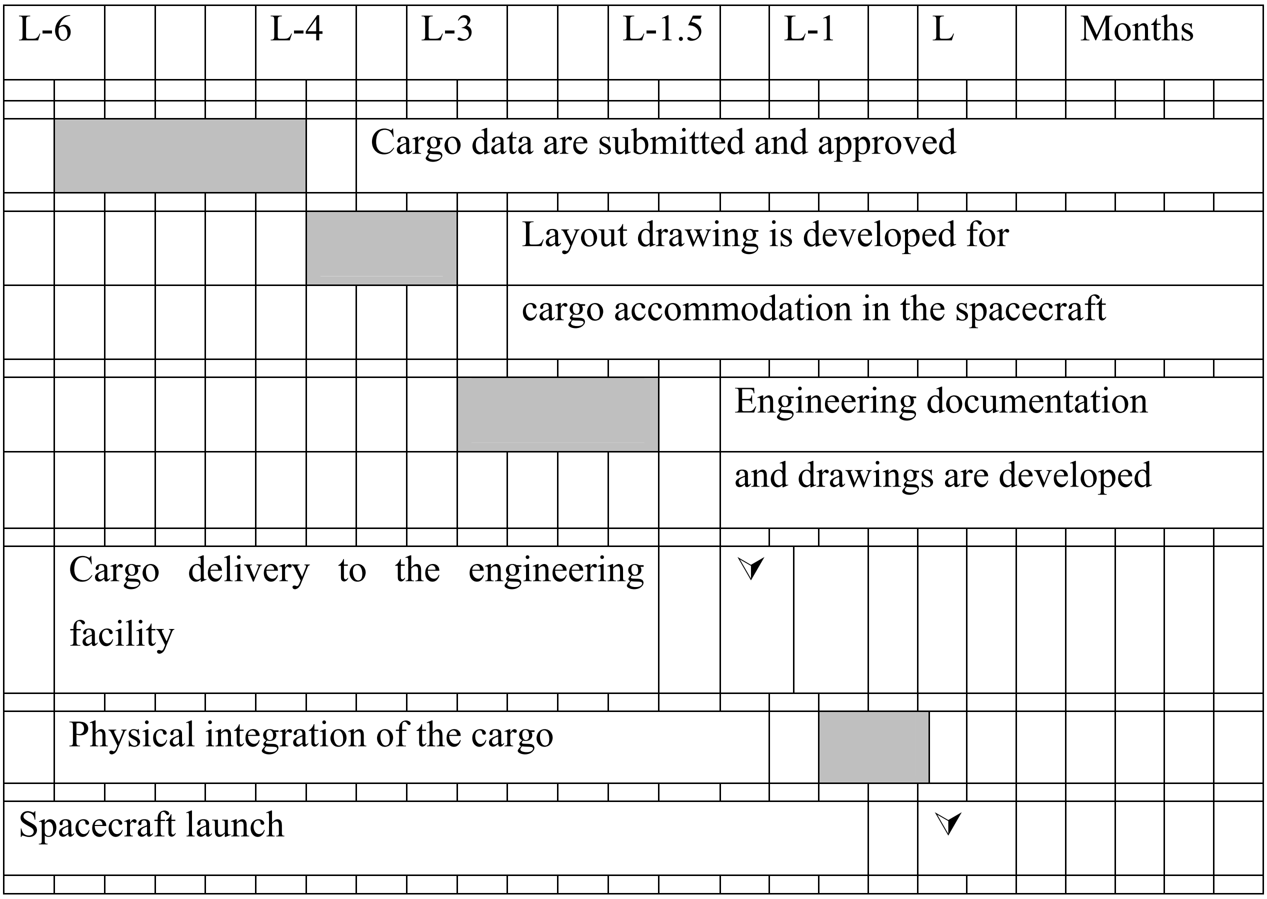


Fig. 6.6.1 The process of deliverable cargo integration into *Progress* spacecraft.

<u>Physical integration of deliverable cargos.</u>

The process of physical integration of cargoes is determined by the technical plan of spacecraft processing at the processing facility and the launch pad. Fig. 6.5.2 shows the process of physical integration of cargos into *Progress* spacecraft.

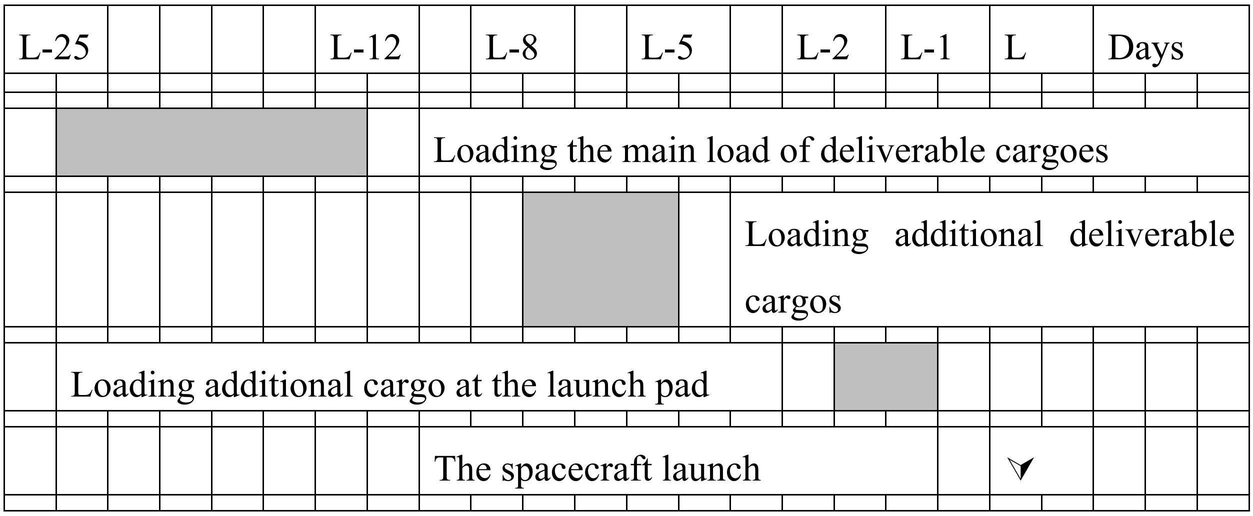


Fig. 6.6.2 The process of physical integration of cargo into *Progress* spacecraft.

The major portion of physical integration of deliverable cargo into the cargo compartment of the spacecraft is performed 25÷12 days before the launch of the spacecraft. Specific schedules for loading cargo within the specified interval of time and the number of days allocated for physical integration is determined by the technical plan for specific spacecraft processing.

Within the time period of 8÷5 days before the launch of the spacecraft, during final operations after the spacecraft has gone through the filling station and payload unit assembly, it is possible, by the decision of the technical management, to perform additional physical integration (additional loading) of deliverable cargoes of a limited mass and volume.

2÷1 days before the spacecraft launch, it is possible, by the decision of the RSC Energia General Designer, to load additional kits of a limited size through the side loading hatch on the spacecraft. The need to integrate cargo during that time period shall be stated when the cargo delivery request is submitted for inclusion in the Manifest.

6.6.4.2 Deliverable cargo integration into *Soyuz* spacecraft

The work to integrate cargoes into *Soyuz* spacecraft starts 4 months before the scheduled launch of the spacecraft and is based on the cargo delivery Manifest.

4 to 3.5 months before the spacecraft is launched, cargo outline and installation drawings are submitted to RSC Energia for approval.

Based on the results of the approval process for the cargo outline drawings, the feasibility of delivering cargo onboard the spacecraft is determined, and cargo delivery Manifest is updated (if necessary).

3 month before the spacecraft is launched, final outline and installation drawings of the deliverable cargos are to be submitted to the RSC Energia specialists on the spacecraft.

2.5 to 2 months before the launch, the specialists on the spacecraft publish layout drawings for cargo accommodation inside the cargo compartment of the spacecraft, and perform a preliminary engineering analysis of mass, center of gravity, and inertial characteristics of the spacecraft.

Published 1.5 months before the launch of the spacecraft by specialists on the spacecraft are engineering drawings and documentation on cargo installation, and the results of the analysis of cargo mass, inertial, and center of gravity properties of the spacecraft.

No later than 1 month before the launch, the cargo is to be delivered to the processing facility, where it will then be physically integrated into the vehicle.

Fig. 6.5.3 shows the process of deliverable cargo integration into *Soyuz* spacecraft.

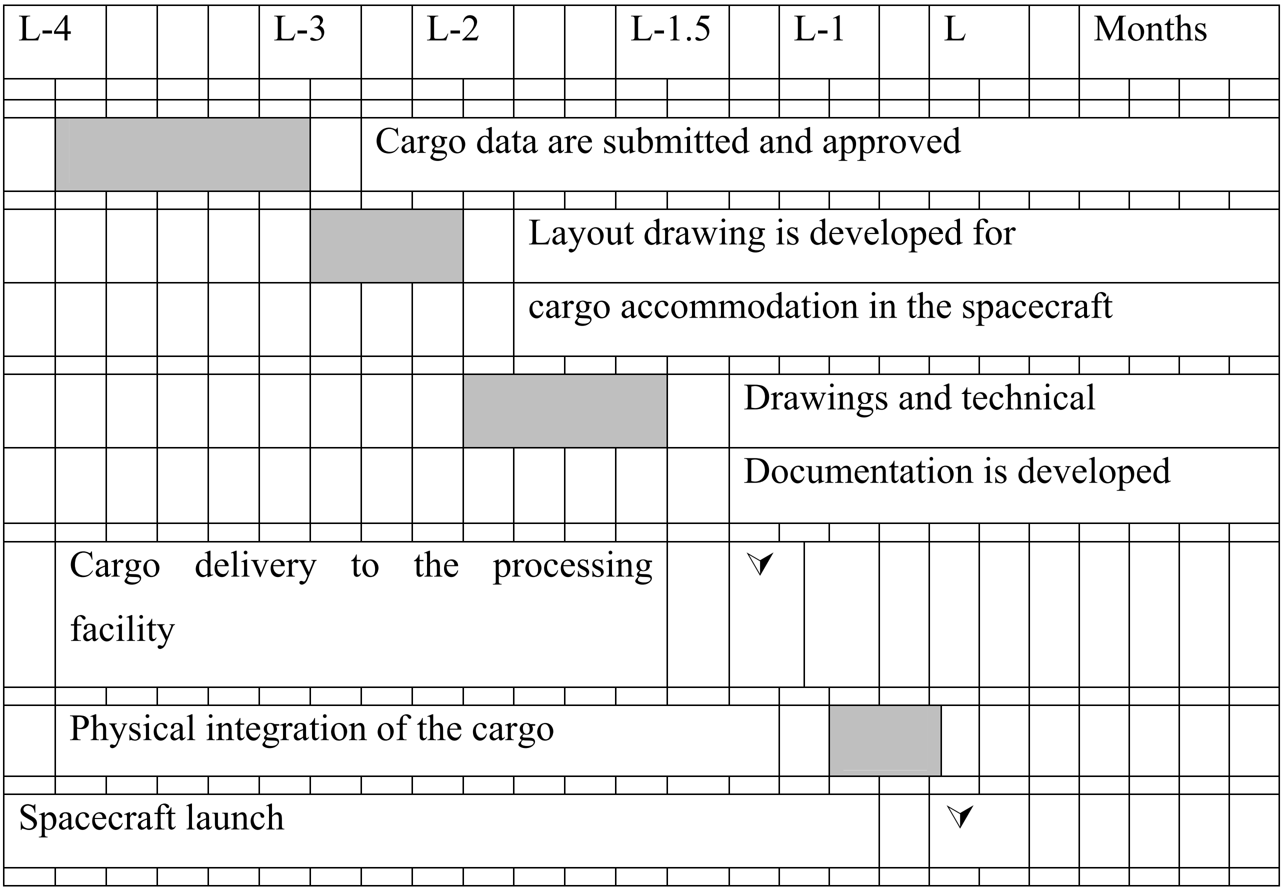


Fig. 6.6.3 The process of deliverable cargo integration into *Soyuz* spacecraft.

Physical integration of cargoes into *Soyuz* spacecraft

Fig. 6.5.4 shows the process of physical cargo integration into *Soyuz* spacecraft.

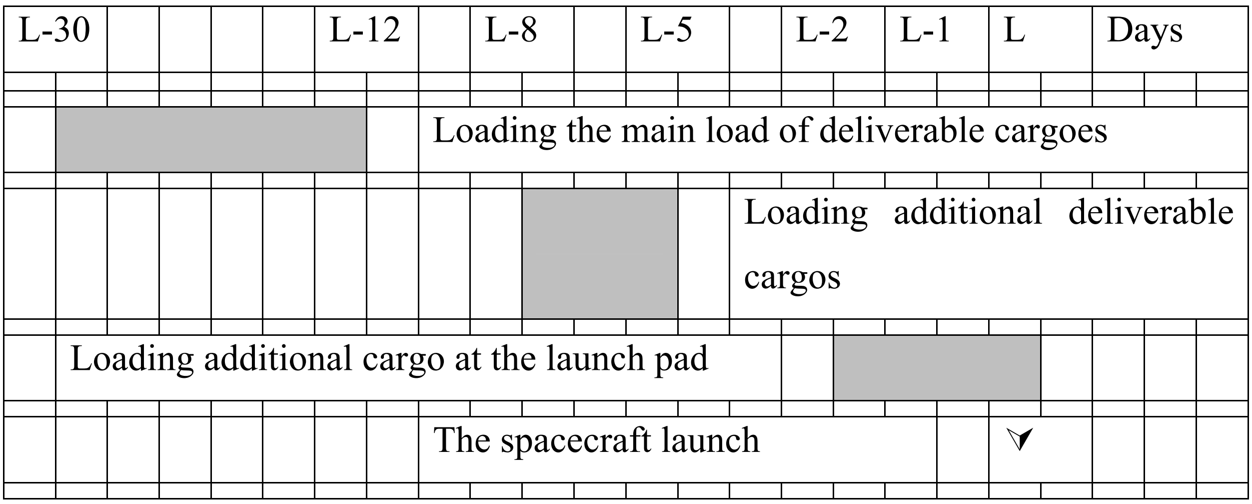


Fig. 6.6.4 The process of cargo integration into *Soyuz* spacecraft

The major portion of physical integration of deliverable cargo into the orbital module and the descent vehicle of the spacecraft is performed 30÷12 days before the launch of the spacecraft. Specific schedules for loading cargo within the

specified interval of time and the number of days allocated for physical integration is determined by the technical plan for specific spacecraft processing.

Within the time period of 8÷5 days before the launch of the spacecraft, during final operations after the spacecraft has gone through the filling station and payload unit assembly, it is possible, by the decision of the technical management, to perform additional physical integration (additional loading) of deliverable cargoes of a limited mass and volume.

2÷1 days before the spacecraft launch, it is possible, by the decision of the RSC Energia General Designer, to load additional kits of a limited size through the side loading hatch on the spacecraft. The need to integrate cargo during that time period shall be stated when the cargo delivery request is submitted for inclusion in the Manifest.

6.6.4.3 Safety documentation submittal deadlines

Deadlines for submitting transportation safety data packages for review are:

–3 months before launch – for the first category cargoes (non-hazardous cargoes) and second category cargoes (the cargoes that are hazardous, but prevention measures are obvious);

–4 months before the launch – for the first and second category cargoes, which require developing special fixtures for securing them onboard the spacecraft.

- 6 months before the launch – for the cargoes of the third category (highly technical cargoes posing a great hazard during delivery, installation and operation), a transportation safety data package containing all the currently available information on potential hazards of the cargo must be submitted. The final complete transportation safety data package shall be submitted within the timeframe established for the first and second category cargoes.

Note: Deadlines for submitting transportation safety data package for review are different from deadlines for submitting inputs for assessments and analyses.

6.6.5 Integration timeline for cargoes to be disposed of

Considering the need to analyze and approve documentation packages for cargoes delivered to ISS onboard the transportation vehicles of the Partners, cargo documentation packages shall be submitted to RSC Energia from the cargo owners (curators):

– for approval – 1 month before spacecraft undocking from the space station;

– approved – 15 days before the undocking.

No documentation packages need to be submitted for the cargoes that were delivered to ISS onboard Russian vehicles.

6.6.6 Integration timeline for cargoes to be returned to Earth

Defined at 3 months before spacecraft undocks from the space station is: which cargoes to be returned to Earth are to be integrated into the descent vehicle of the spacecraft in orbit.

Defined at 2.5 to 2 months before spacecraft undocks from the space station is the configuration of the hardware to be returned in the order of priority. Submitted to RSC Energia shall be final documentation packages only for those cargoes, which were delivered to ISS onboard the transportation vehicles of the Partners.

1.5 to 1 month before the spacecraft undocking, RSC Energia specialists on the vehicle define the layout for cargoes to be returned to Earth. These materials are the basis for updating onboard documentation. The configuration and accommodation of the equipment to be returned can be updated using a radiogram from MCC after the *Soyuz* spacecraft has docked with the space station, but no later than 5 days before the scheduled landing of the descent vehicle (provided the cargo safety package is available) in consultation with RSC Energia.

Fig. 6.6.5 shows the process of integrating cargoes to be returned to Earth into *Soyuz* spacecraft.

T-75		T-60		T-45		T-30		T-21		T-7		T	Days
			Submission of the manifest and the cargo data package										
							Preliminary design update (layout configuration)						
									Updating onboard documentation				
Uplinking a preliminary radiogram from MCC													
preparing cargoes for return													
Physical integration of the cargo to be returned into the descent vehicle													
Docking of the next spacecraft													
	Descent vehicle landing												

Fig. 6.5.5 The process of integration of cargo to be returned to Earth into *Soyuz* spacecraft

6.6.7 Documentation requirements

6.6.7.1 Requirements for the outline and installation drawing

The outline and installation drawing is a drawing of a cargo (a kit, a cable) in transportation position.

The outline and installation drawing shall cover the following data:

1) name;
2) drawing number;
3) mass;
4) coordinates of the center of mass (with tolerances);

5) moments of inertia (with tolerances);

6) unit drawing/configuration;

7) outline dimensions (with tolerances) of the cargo, specifying dimensions of all protruding elements;

8) locations of connectors, monitoring or control panels, toggle switches;

9) coordinates of the unit attachment points and dimensions of fastener holes (for cargoes with a mass of more than 8÷10 kg.);

10) instructions for the unit orientation during transportation onboard spacecraft with respect to the flight/g-load direction, if there is such a constraint (subsection 0);

11) instructions concerning the feasibility of the unit delivery inside a spacecraft container or on-the-spot accommodation;

12) special requirements for transportation conditions onboard the spacecraft (if need be);

13) lifting points (for cargoes with a mass above 20 kg).

14) bar-code location

If, during transportation onboard the spacecraft, the cargo is staying inside its packaging or it has temporary protective elements (covers), the outline and installation drawing shall reflect the cargo in packaging and with its protective covers.

Outline and installation drawings of the cargoes shall be approved by specialists on the spacecraft (RSC Energia).

In case of repeated/multiple deliveries of a cargo that has already been delivered on the same type of spacecraft in the past, no additional approval of the outline and installation drawing is required.

6.6.7.2 Requirements for the safety data package

In accordance with SSP 50146, cargo safety information shall be presented in the form of a safety data package. General requirements for the safety data package contents and format, as well as cargo classification by category are defined in SSP 50146, Attachment D.

In order to certify cargoes for compliance with the transportation environments and transportation safety requirements, the owners of these cargoes need to prepare a transportation safety data package to reflect compliance with requirements of Section 2.5.

Information about cargo hazards is considered complete, if each hazard in the transportation safety data package has:

- hazard description;
- measures to prevent the hazard;
- methods of safety verification and documentation with verification results.

Cargo ground processing safety is reviewed separately from transportation safety, therefore it shall not be covered in the transportation safety data package.

6.6.7.3 Requirements for accompanying documentation

Accompanying documentation is submitted to RSC Energia in Russian and in English.

Accompanying documentation contains:

- technical data sheet;
- cargo processing instructions (if need be);
- instructions for the crew (if need be).

The list of accompanying documentation for an active cargo is TBD (in consultation between RSC Energia and the country supplying the cargo).

The technical data sheet contains the name, the drawing number, the serial number, the useful life, as well as confirms that cargo has been fully processed and is operational (verification report), complies with specifications and is ready for flight operation within the ISS. The technical data sheet is published for each item

on the deliverable cargo list, if several identical cargoes are delivered, one technical data sheet specifying their quantity is published.

Fig. 6.6.6 shows the reference coordinate system of the spacecraft.

Fig. 6.6.7 shows the cargo compartment of the *Progress* spacecraft.

Fig. 6.6.8 shows the arrangement of containers in the cargo compartment of the *Progress* spacecraft.

Fig. 6.6.9 shows dimensions of cargo containers on the *Progress* spacecraft.

Fig. 6.6.10 shows the container and locations for accommodating additional cargo inside the orbital module of *Soyuz-TMA* spacecraft.

Fig. 6.6.11 shows cargo container in the descent vehicle of the *Soyuz-TMA* spacecraft.

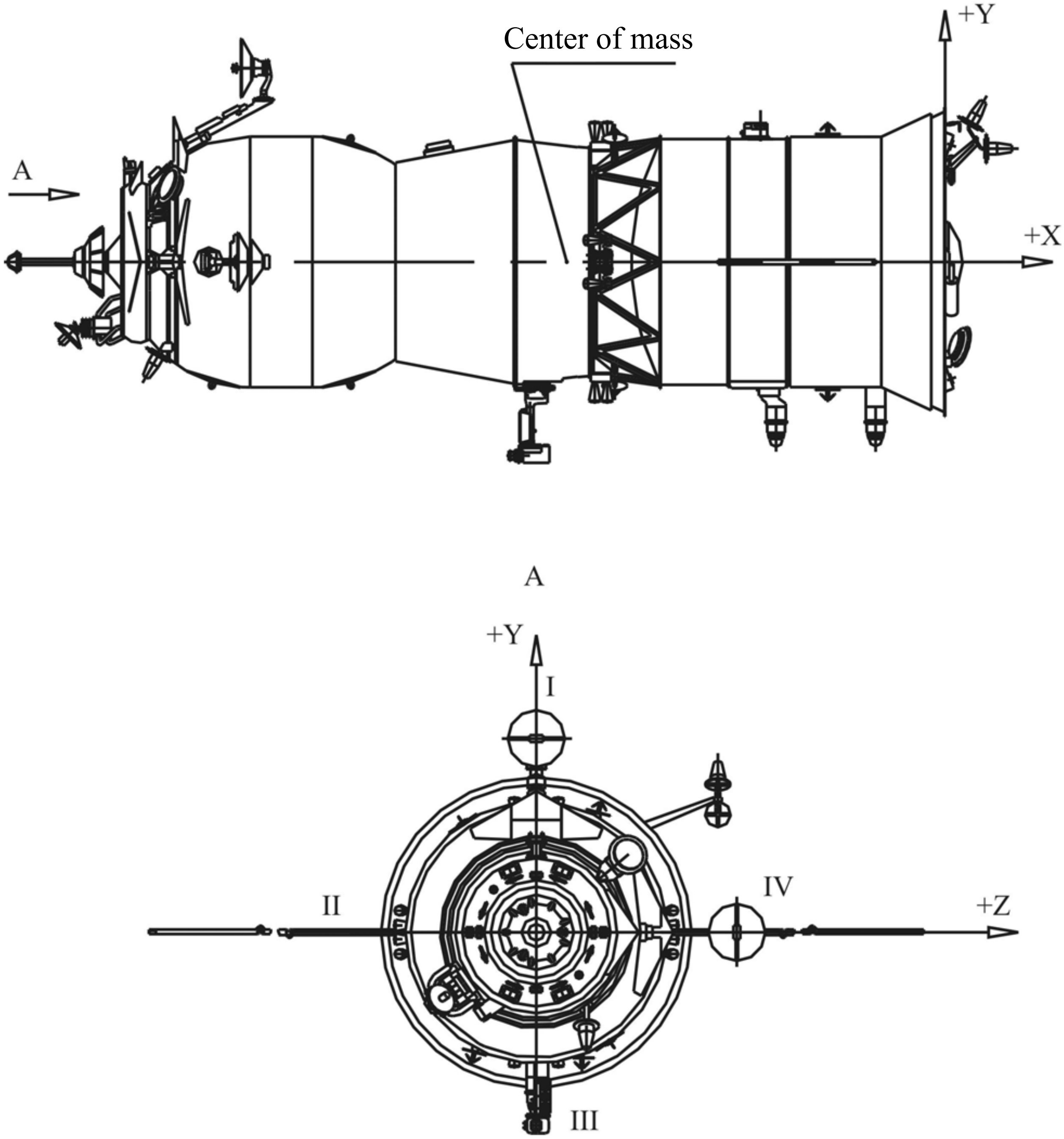


Fig. 6.6.6 Reference coordinate system of the spacecraft

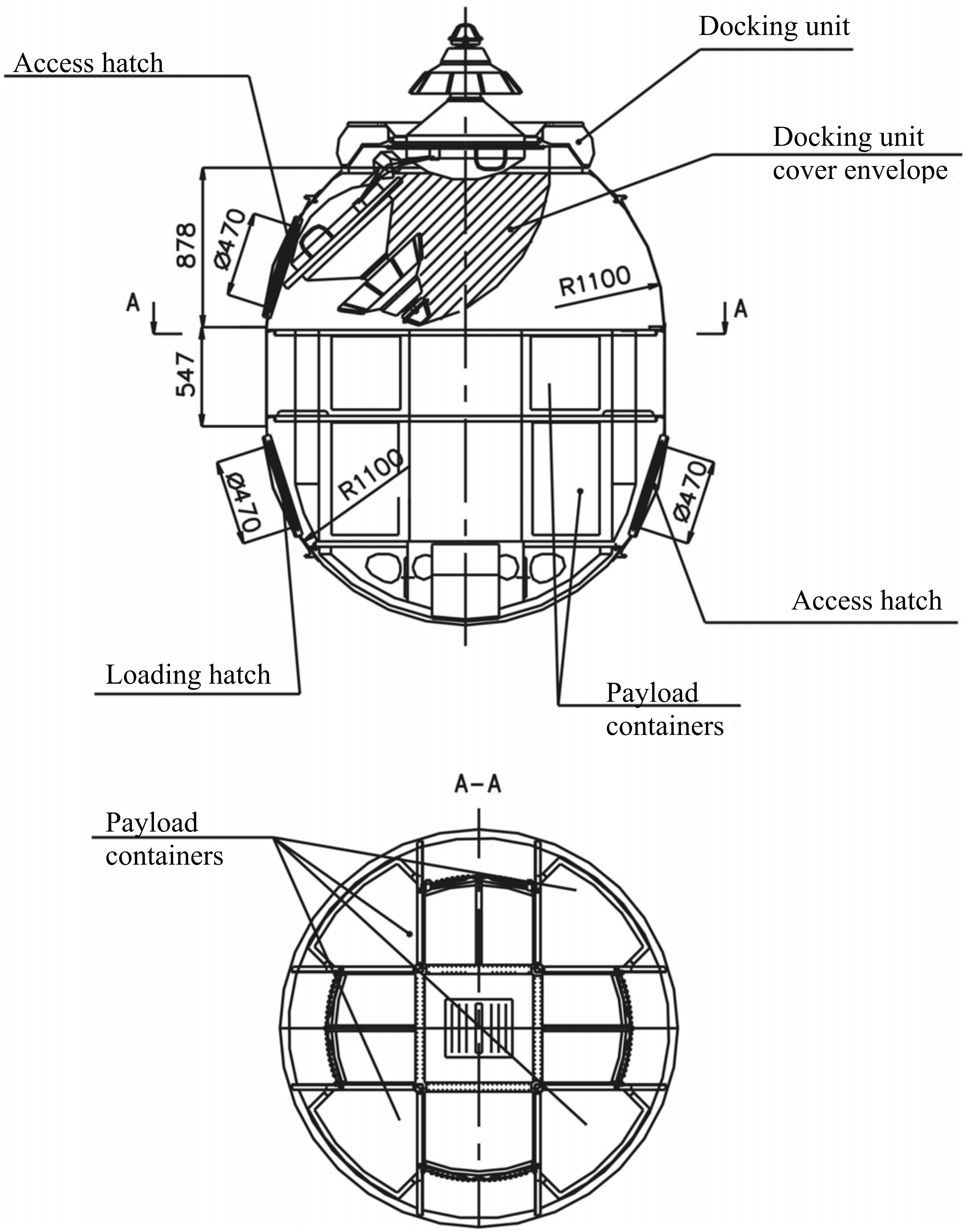
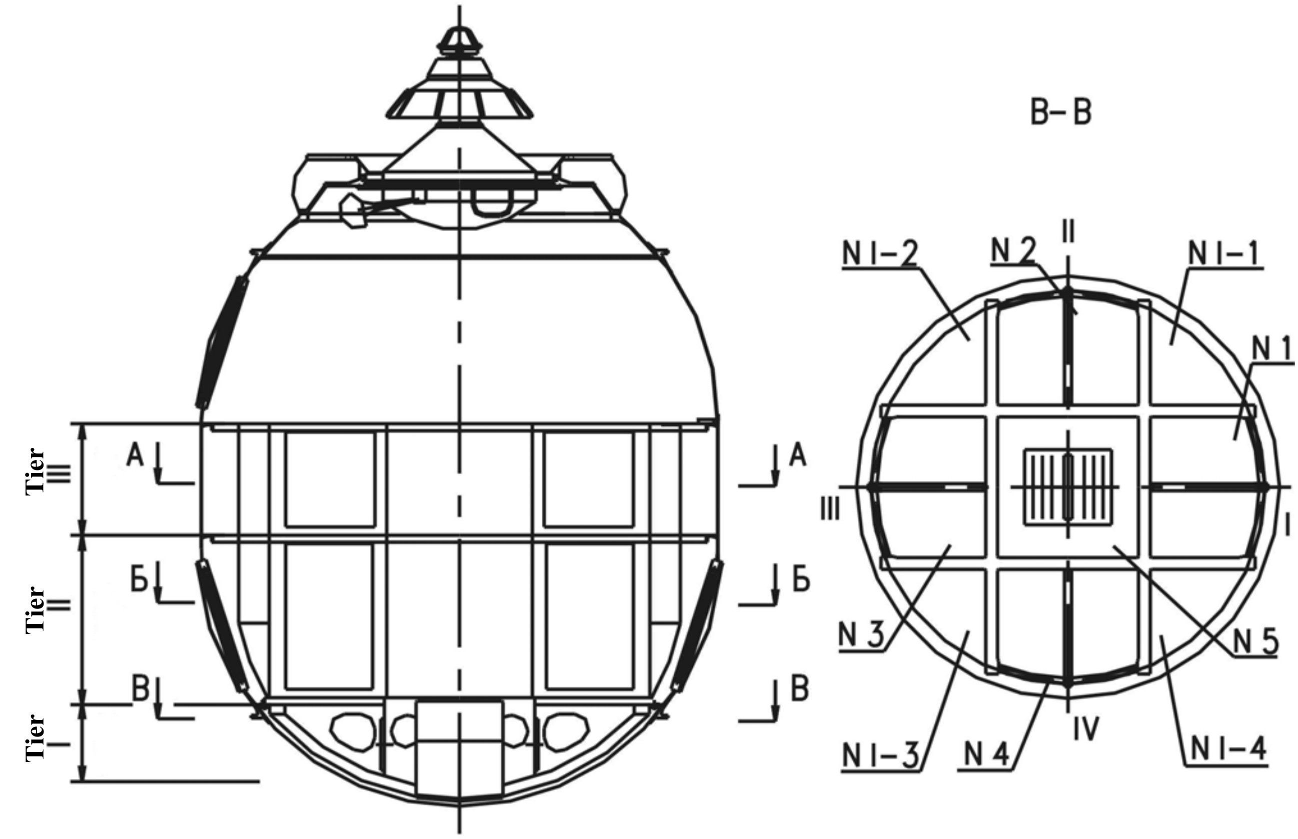


Fig. 6.6.7 Cargo compartment of the *Progress* spacecraft.



Container numbering scheme

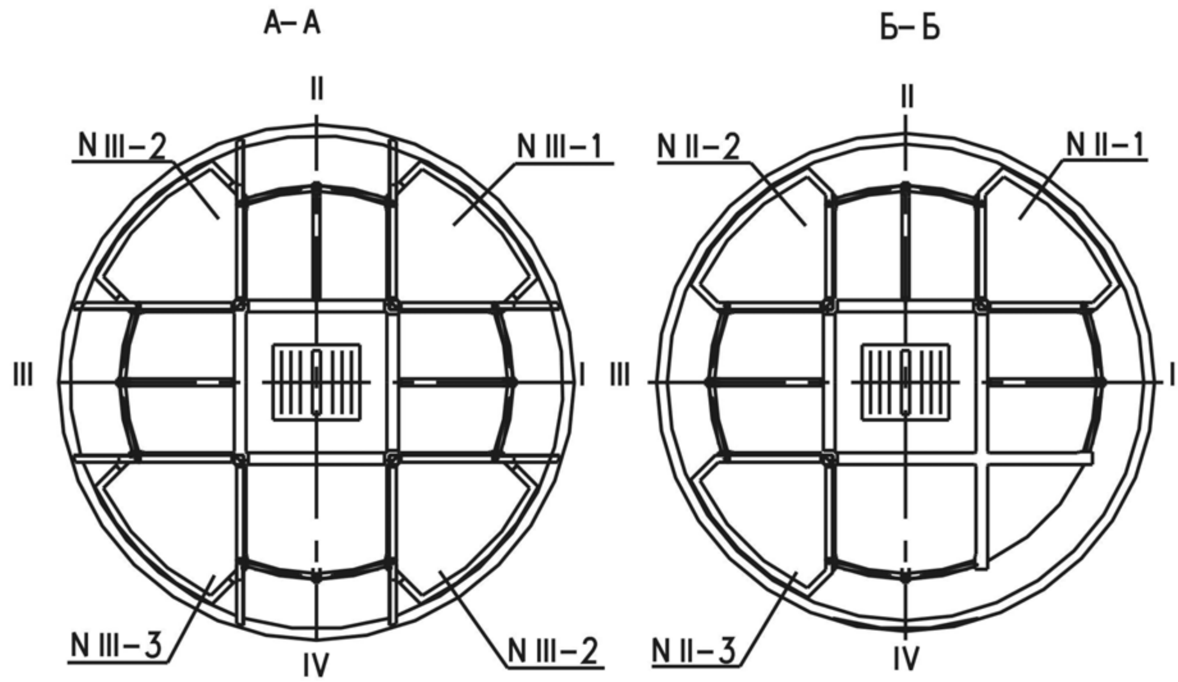


Fig. 6.6.8 The arrangement of containers in the cargo compartment of the *Progress* spacecraft.

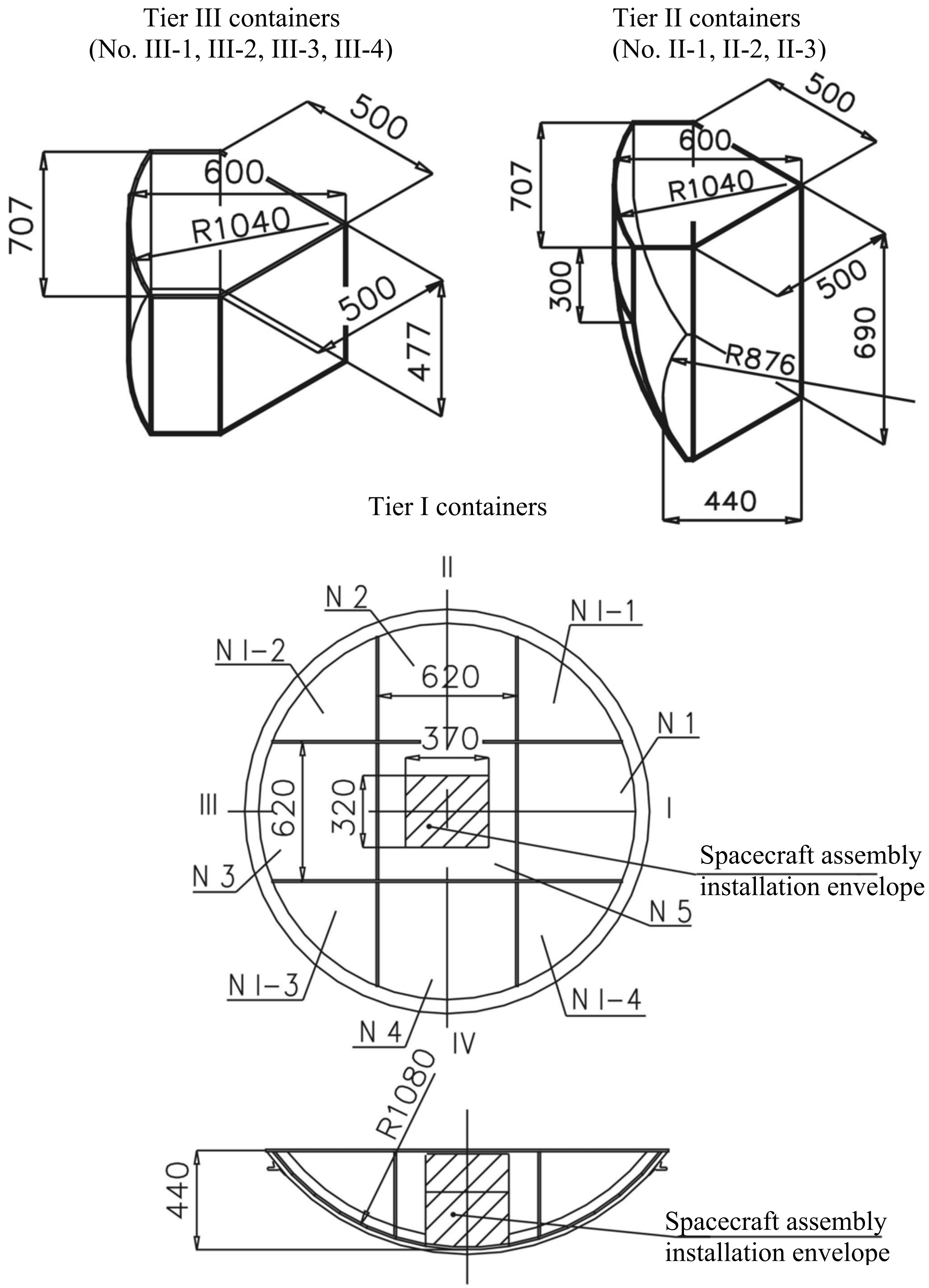
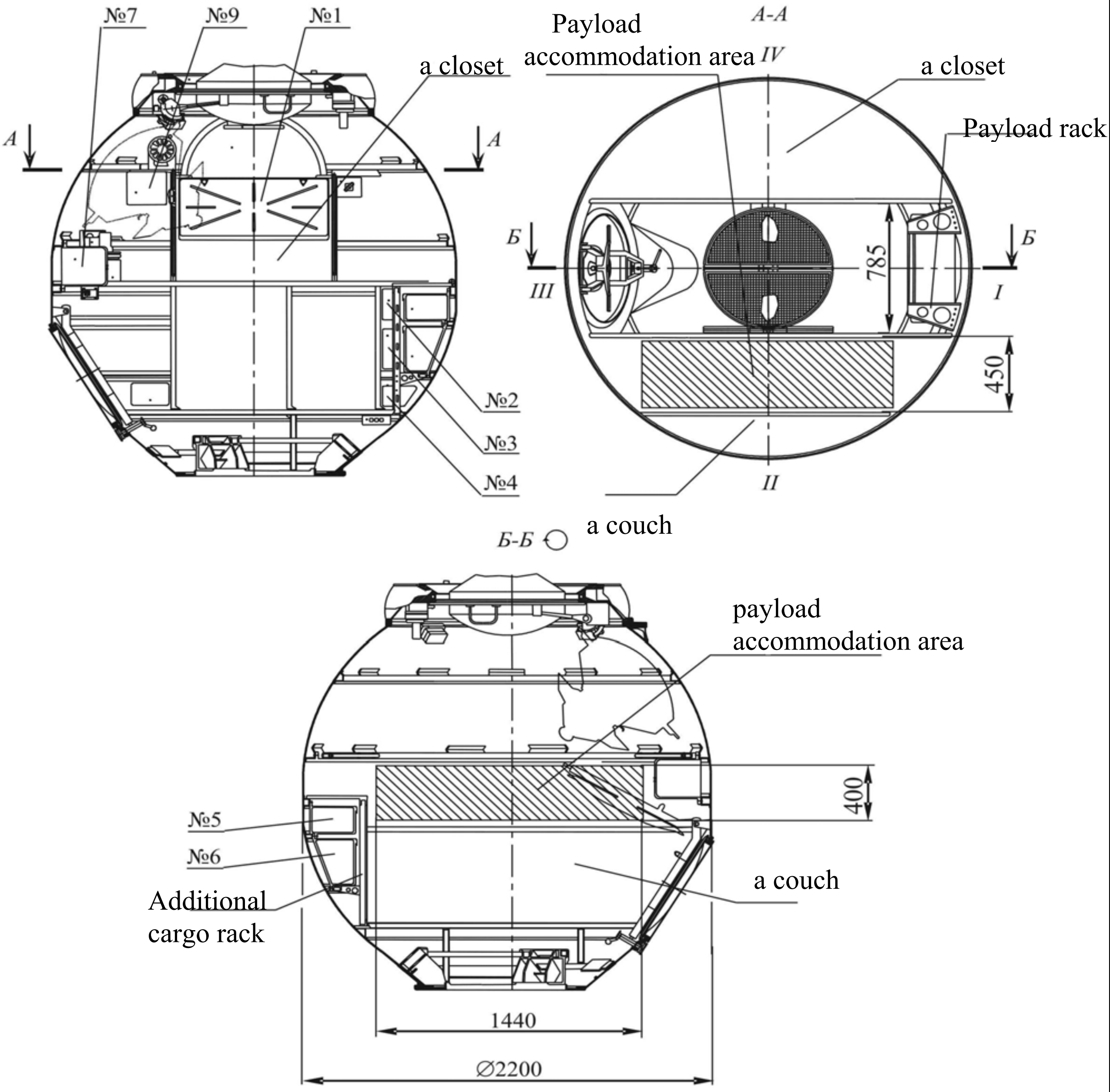


Fig. 6.6.9 Dimensions of cargo containers of the *Progress* spacecraft



Note:
1. In containers No. 1,5,7,9 the cargo to be delivered is placed in addition to the standard equipment.
2. The payload is only placed in container No.6, when a two-seater version of the of the spacecraft is used.

Fig. 6.6.10 The container and locations for accommodating additional cargo inside the orbital module of the *Soyuz-TMA* spacecraft

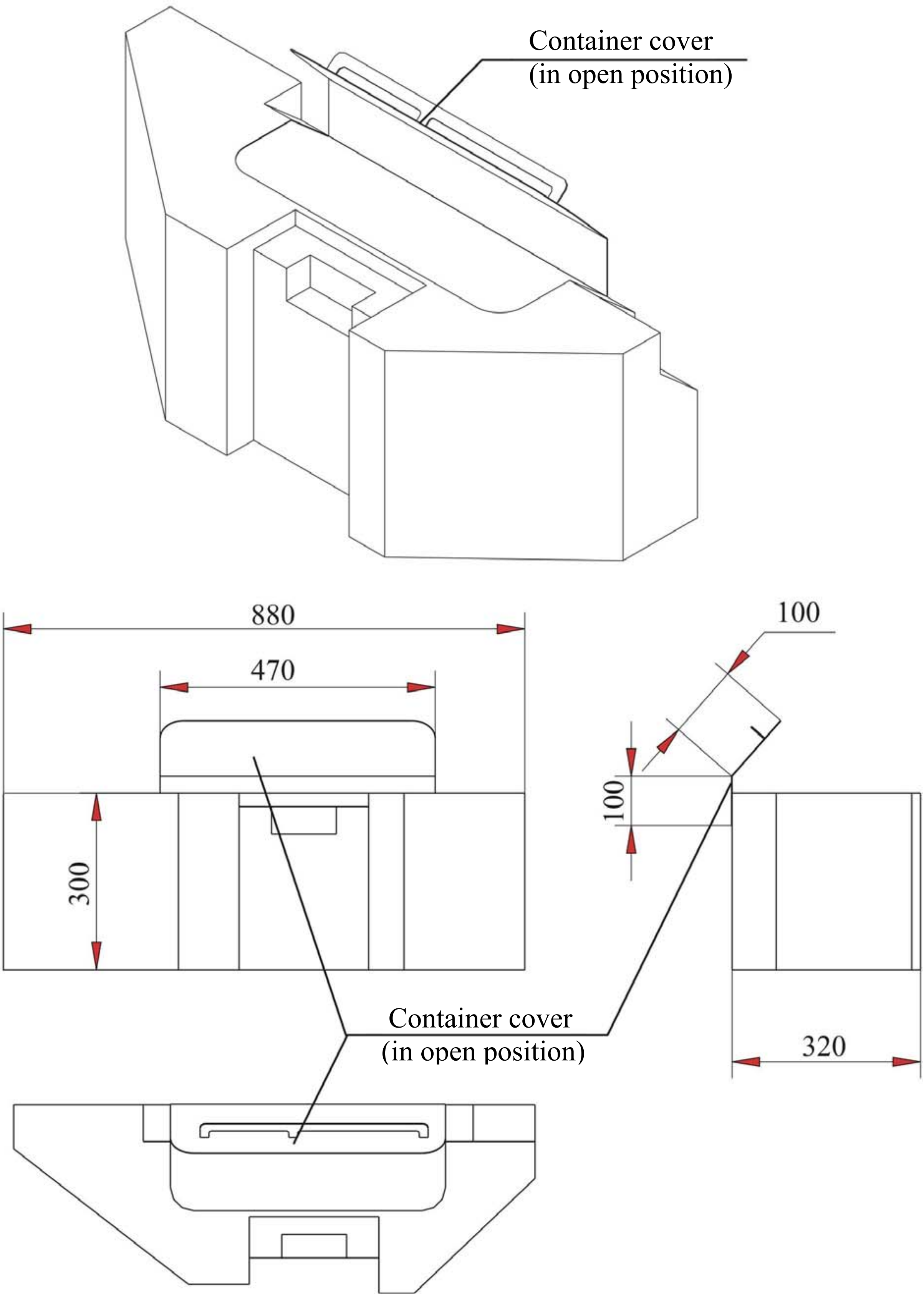


Fig. 6.6.11 Cargo container in the descent vehicle of the *Soyuz-TMA* spacecraft.

Attachment A

(obligatory)

List of Acronyms

АФУ	Антенно-фидерное устройство	AFD	Antenna and Feeder Device
БИЛ	Бортовые информационные листки		Onboard information sheets
БИТС	Бортовая информационно-телеметрическая система	OI TS	Onboard information and telemetry system
БКС	Бортовая кабельная сеть		Onboard cabling system
БНО	Баллистико-навигационное обеспечение		Trajectory and navigation support
БО	Бытовой отсек	OM	Orbital Module
БСР	Блок сопряжения	IU	Interface Unit
БСР-ТМ	Блок сопряжения телеметрических массивов	TM IU	Telemetry array interface unit
БТА	Базовая точка активная		Active Basepoint
БТП	Базовая точка пассивная		Passive Basepoint
БТС	Базовая точка для полезной нагрузки		Payload Basepoint
ВЗП-У	Платформа виброзащитная универсальная		Multipurpose vibration isolation platform
ВнеКД	Внекорабельная деятельность	EVA	Extravehiclular Activity
ВЧ	Высокая частота		High frequency
ГА	Гермоадаптер		Pressurized adapter
ГКЛ	Галактические космические лучи		Galactic cosmic rays
ГО	Головной обтекатель		Payload fairing
ГрО	Грузовой отсек		Cargo compartment
ИС	Информационная система		Information system
КЭ	Космические эксперименты		Space experiments
КЦН	Комплекс целевых нагрузок	MPF	Mission Payload Facility
ЛИ	Летные испытания		Flight tests

ЛПЭ	Линейная передача энергии	LET	Linear energy transfer
МИМ2	Малый исследовательский модуль 2	MRM2	Mini Research Module 2
МИМ1	Малый исследовательский модуль 1	MRM1	Mini Research Module 1
МЛМ	Многофункциональный лабораторный модуль	MLM	Multi-purpose Laboratory Module
ММЗ	Микро метеоритная защита		Micro-meteorid shield
МСС	Модуль сбора сообщений		Message collecting module
НА	Научная аппаратура	SE	Scientific Equipment
НИП	Наземный измерительный пункт		Ground tracking station
НШС	Нештатная ситуация		Off-nominal situation
ОСК	Орбитальная система координат	OCS	Orbital Coordinate System
ПГО	Приборно грузовой отсек		Instrumentation Cargo Compartment
ПДБ	Пакет данных по безопасности		Safety data package
ПМО	Программно-математическое обеспечение	SW	Software
ПН	Полезная нагрузка	PL	Payload
ПО	Программное обеспечение		Software
ПЭИ	Программа экспериментальных испытаний		Test program
РО1	Рабочий отсек		Working compartment
РПЗ	Протоны радиационных поясов Земли		Earth radiation belt protons
РС МКС	Российской сегмент международной космической станции	ISS RS	International Space Station Russian Segment
РСУС	Радиотехническая система управления и связи		RF command and communications system
РЭА	Радиоэлектронная аппаратура		RF equipment
СА	Спускаемый аппарат		Descent vehicle

СБИ	Система бортовых измерений		Onboard measurement system
СМ	Служебный модуль	SM	Service Module
СО1	Стыковочный отсек	DC1	Docking Compartment
СОТР	Система обеспечения теплового режима		Thermal control system
СТТС	Система телефонно-телеграфной связи		Telephone and telegraph communications system
СЭП	Система энергопитания		Power supply system
ТБУ-В	Термостат биотехнологический универсальный высокотемпературный	MBHT T	Multipurpose Biotechnological High-Temperature Thermostat
ТБУ-Н	Термостат биотехнологический универсальный низкотемпературный	MBLT T	Multipurpose Biotechnological Low-Temperature Thermostat
ТВС	Телевизионная система		TV-system
ТЗЧ	Тяжелые заряженные частицы		Heavy charged particles
ТГК	Транспортный грузовой корабль		Ressuply spacecraft
ТЛФ	Телефон		Phone
УКВ	Ультракороткие волны		Ultra-short waves
УРМ	Универсальное рабочее место	MPW	Multi-Purpose Workstation
УРМ-Д	Универсальное рабочее место доставляемое	MPW-D	Multi-Purpose Workstation Deliverable
УСТТС	Устройство сопряжения с системой		System interface device
УФП	Устройство фиксации пассивное		Passive restraint
ФГБ	Функциональный грузовой блок	FGB	Functional cargo module
ЦА	Целевая аппаратура		Mission payload
ЦИ	Целевая информация		Payload data
ЦУП-М	Центр управления полетами Москвы	MCC-M	Mission Control Center – Moscow

ШК	Шлюзовая камера		Airlock
	Европейский манипулятор	ERA	European robotic arm

REVISION LOG

Revision	Page numbers				Total number of pages in the document	Document number	Incoming number of accompanying documentation and date	Signature	Data
	modified	replaced	new	deleted					